TECHNOLOGY DEPT.

A National Newspaper for Every Branch of the Industry

Automotive Daily News

PASSENGER TRUCK PARTS, SHOP EQUIPMENT TIRES ACCESSORIES

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MAR 28 1929
DETROIT

First Copy

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Plan to Link Motor Service Companies In Principal Cities

New York, March 14.—The National Motor Service Corporation has been organized under the laws of Delaware. The project is planned to bring under centralized management and control passenger and freight motor service companies operating in the principal cities of the United States.

Launching of the corporation is believed by its sponsors to represent the first effort to organize on a country-wide basis the motor service business as distinct from a taxicab business and interstate bus lines. Most of this service is now supplied by independent operators, the individual businesses generally comprising relatively small units, and as a first step in the larger plan it is proposed to bring several of these businesses together in the cities which the corporation proposes to enter.

At the outset the operating activities of the corporation will be centered primarily in New York, but plans are already under consideration for extending its operations, which will embrace private rentals and service to clubs, hotels, steamship companies and hospitals as well as general trading and armored truck services to Boston, Baltimore, Philadelphia, Pittsburgh, Detroit and Chicago, where units will be set up at a future date.

The corporation will acquier immediately all the outstanding stock of the Imperial Motor Service Corporation, a New York company, with approximately 500 active customers' accounts on its books and with a substantial part of its business under contract. Imperial Motor Service Corporation has a fleet of approximately 500 automobiles. The National Motor Service Corporation is at present considering the acquisition of a bus line and of a trucking company operating 350 trucks under contract.

Furlaud & Co., Inc., expect to make a public offering of the corporation's stock within a short time.

SPEED TRIALS CANCELED FOLLOWING BIBLE'S DEATH

Daytona Beach, Fla., March 14.—Following the unfortunate accident to the American racing car Triplex, which resulted in the death of Lee Bible of Daytona, who was attempting to regain the world's speed record for America, and a Pathe camera man, Charles Traub, Major H. O. D. Segrave announced his intention to abandon further attempts to set the record higher. The meet has been canceled.

Bible was killed when his car got beyond control after covering the mile course at 202 miles an hour. Traub, making pictures of the race, was struck by the skidding car. This is the third death resulting from similar speed trials. J. G. Parry of England was killed in 1926 at Pentine, Wales, in an attempt to beat his own record of 172 miles an hour. Frank Lockhart was killed at Daytona last year in an effort to better the record of 207 miles an hour. Segrave's record, made this week, stands at 231.3624 miles per hour.

HOUSTON AUTO BODY AND PAINT WORKS IN NEW HOME

Houston, Tex., March 14.—The Houston Auto Body and Paint Works has moved to its new quarters at 1115 Austin St. J. B. Roffal is owner and proprietor. The new home is a one-story fireproof building divided into four departments for body, paint, top and upholstering work.

Los Angeles Show Carries On

IN LESS THAN TWENTY-FOUR HOURS after the disastrous fire which wiped out the entire Los Angeles show, causing a damage of some $2,000,000, every exhibit had been duplicated and the show went on. The above picture shows the revived show in full swing at the Shrine Auditorium last week.

DANA OF SPICER SEES BETTER EARNINGS IN 1929 THAN LAST YEAR

New York, March 14.—C. A. Dana, president of the Spicer Manufacturing Corporation, discussing the company's outlook for 1929, stated that operations were continuing at capacity.

During the first two months of this year sales showed an increase of 33 1-3 per cent. over last year. He expects earnings to show a good gain over 1928, when the company reported profits equal to $6.20 a share on 375,750 shares of common stock.

Earnings during the first quarter, he said, are expected to exceed the net during the first quarter last year, and various economies in manufacturing should be reflected in increased profits later on.

SILVER FLEET GREETED IN MEXICO; BOUND FOR DELRIO

Laredo, Tex., March 14.—The Silver Fleet departed from Corpus Christi yesterday for Laredo, Tex., via the towns of Robstown, Alice, San Diego, and Hebbronville. It arrived at Laredo at 3 o'clock.

In the town of Alice the high school turned out and the girls pinned orange blossoms on the pilots. The fleet was received in Laredo by the mayor and other civic officials. It then drove over the International Bridge and received a hearty welcome from high Mexican officials. The natives gazed upon the fleet in amazement and wondered what military contingent it was a part of. The people found that it was on a mission of good will and mingled freely with the pilots.

Today the fleet is heading for Delrio.

GARDNER REPORTS ORDERS FOR 400 CARS IN ONE DAY

St. Louis, Mo., March 14.—One of the largest single business days in Gardner history was recorded on February 25, when orders for 400 automobiles for immediate shipment were received at the factory in St. Louis, according to R. E. Lynes, factory sales manager.

"Among this unusual number of orders," says Mr. Lynes, "was one from Detroit, which called for 100 cars for immediate shipment."

R. H. Sankey Joins Baker-Raulang Co. As Sales Manager

RUSSELL H. SANKEY

Cleveland, March 14.—The Baker-Raulang Company announces the appointment of Russell H. Sankey as sales manager in charge of body sales work.

Mr. Sankey has been identified with sales work in the automobile industry for many years. Beginning with the sale of steel and steel products to the industry, and later with high grade body products and bodies, he brings to his new position an unusually broad knowledge of the automobile manufacturer's body problems.

Prior to his joining the staff of the Baker-Raulang Company, Mr. Sankey served for six years as sales manager of the Philips Custom Body Company of Warren, O. His new and enlarged duties will include the sale of automobile bodies in production quantities, as well as semi-production bodies.

FORD REPORTED SEEKING TO BUY RUSSIAN COMPANY

Warsaw, March 14.—The Ford Motor Company is reported to be negotiating for the purchase of a large part of the Hohenlohe Works at Katowitz.

Truck Sales Gain

With belated registration returns of new commercial car sales in the District of Columbia for December, 1928, received yesterday, the complete report for all states and makes for that month is carried in this issue on Page 5. The month's total of 18,436 commercial cars registered shows a gain of 52 per cent. over the 12,117 units registered in the same month of 1927, and also represents a gain over December, 1926, when the total was 18,187.

Recapitulation of January, 1929, commercial car registrations for forty-two states, and for February, 1929 ,for three states, is carried in this issue on Page 11.

BAUER TELLS TERMINAL ENGINEERS OF SHIPPING ECONOMIES IN PACKING

New York, March 14.—A fourth step for reducing the delivered cost of automobiles abroad is now being produced in the automobile industry in the more economical shipping of parts, according to George F. Bauer, manager export department of the National Automobile Chamber of Commerce, speaking before the Society of Terminal Engineers of New York, last evening.

One of the largest makers, Mr. Bauer pointed out, is now shipping large quantities of parts, wrapped or in racks, instead of in boxes. In the early days of the export business, the car was shipped abroad boxed. Unboxed shipments of the completed car were the next move toward economy. The third step was the establishment of assembly plants abroad with parts delivered to the plants in boxes. This fourth step, using crates, racks, and wrapping, is a still further saving.

F. B. BUMP MADE PRES. OF LARRABEE-DEYO. CO.

Binghamton, N. Y., March 14.—At a recent election of the Larrabee-Deyo Motor Truck Company, Inc., F. R. Bump was elected president to succeed Sidney J. Marshall. Mr. Bump was formerly vice-president of the company, and his place has been filled by the election of Harry J. Richards.

Hudson-Essex to Add Commercial Line on New Essex Chassis

Special from A. D. N. Detroit Bureau

DETROIT, March 14.—Hudson Motor Car Company, maker of Hudson and Essex cars, has completed plans to launch a line of light delivery commercial vehicles, with bodies specially designed to meet the requirements of the chief users of a carrier of this type. Bodies will be mounted on Essex chassis adapted and designed for this service.

It is announced that the line will be introduced about July 1 and will be marketed through the present Hudson and Essex distributor and dealer organization. Hudson's dealer family, it is said, has been expanding with noteworthy rapidity since the first of the year and covers the country more intensively than at any previous time in the company's history. The Hudson management felt its selling organization would appreciate the added sales opportunity offered by the new product.

Sam C. Mitchell, for several years a sales executive for the Hudson Motor Car Company, has been appointed commercial vehicle manager, and will handle the distribution of this entirely new product through the Hudson-Essex distributor and dealer organization. Establishment of a commercial vehicle department marks a decidedly new and important development in the progress of the company.

Emphasis will be laid by the company on smartness, quick acceleration and economy of operation. These are features of Hudson-Essex activity which already have been brought to a high point of development in the manufacture of passenger cars.

Set-up for the manufacture of the new line is already well under way at the Hudson-Essex plant in Detroit, where the new activity will be housed.

STUDEBAKER TO BUILD ALL OWN BODIES AT SO. BEND

South Bend, Ind., March 14.—All Studebaker body requirements, with the exception of certain special types limited in number, will be manufactured in the company's own plants here, beginning about the first of May. This development is another manifestation of the company's centralization program. It was made possible by the recently announced revamping of the main body plant of the company, resulting a doubled output for the unit.

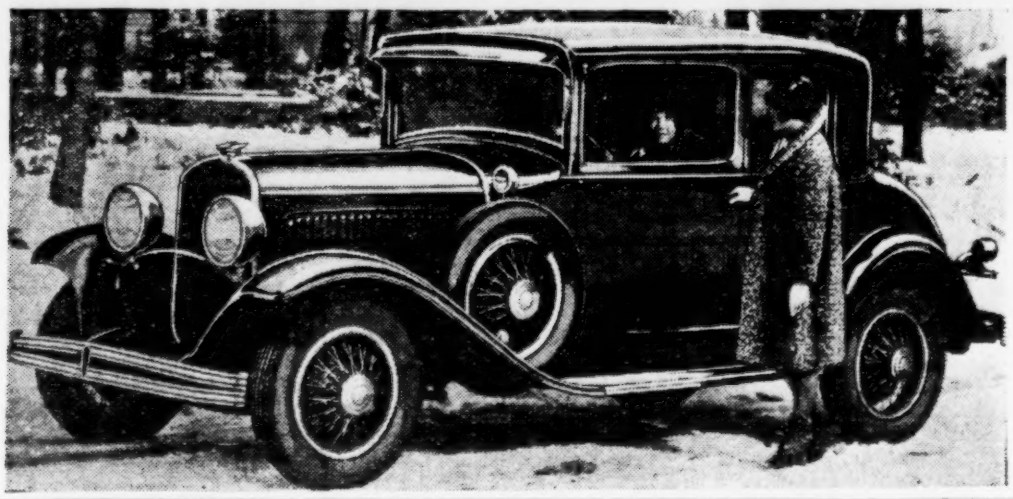
Studebaker will in the future depend on outside sources only for such body types as are not needed in volume sufficient to permit economical large scale production in its own plants.

TO OPEN NEW LUMBER SUPPLY FOR G. M. PLANTS

Vancouver, B. C., March 14.—Establishment of a lumber mill in the Prince George district to cut lumber exclusively for use in products of General Motors Corporation is now assured. The mill will be commenced at once and will be located at Hansard Lake, about one and one-half miles east of Aleza Lake, near Prince George.

The mill is being erected by Gale & Crick, Ltd., of Oshawa, Ont., who hold the contract for supplying the lumber used in the automobiles manufactured at the Canadian plant of General Motors of Canada, Inc.

Chrysler Adds a New 4-Pas. 75 Coupe at $1,655



BANQUETS USED FOR PROSPECTS

San Antonio Reo Truck Branch Increases Sales by Method

By A. W. ROE

SAN ANTONIO, TEX., March 14. —Under the leadership of W. P. Bates, branch manager, the Reo Motor Car Company's branch in San Antonio, has made rapid strides forward in the merchandising of trucks.

Much of the credit for the success enjoyed by the truck department goes to D. R. Karoly, E. B. Bailey and O. F. Reid, the first two of whom have been selling Reo trucks for the branch exclusively for two years. These salesmen comprise a strong three-man team and are the only men on the selling force who give their entire time to truck merchandising.

Of the several things in the way of special methods and procedures that roll up good sales records in the Reo truck department, two will be singled out here for close examination.

First, the Reo branch reaps a fine harvest from contacts made at an annual get-together dinner-clinic of truck drivers and traffic superintendents. This meeting is given by the Reo organization in its handsome plant on Broadway.

Second, attractive paint jobs of Reo units make it easy to sell other Reo trucks to new customers.

"Our driver meetings furnish us with many friendly contacts that frequently result in truck sales," said Mr. Karoly. "We go at the matter of invitation in a unique way. Instead of going to the driver directly, we go to his employer. Our purpose, of course, is to secure the ultimate interest of the head of the business, because it is with him that the final decision as to the kind of truck to be purchased rests. But the wise employer often listens rather attentively to recommendations that his traffic superintendent has to make. In smaller companies that have no traffic superintendent, the driver's truck preference goes a long way.

"Thus we find it of advantage to go through the front door to reach the back door. Having secured an interview with an executive, we try to impress upon him the value of having his men attend our transportation meeting. It makes little difference to us whether he has Fords, Grahams, Reos or what not; we make the invitation brand-wide.

"We take it for granted that he, as an executive of his firm, is interested in the driver element and the operation cost of his trucks. We show him our willingness to be of service to him in lowering his haulage cost, not through suggesting the make of trucks we sell, but through having his drivers profit by attending our truck get-together meeting.

"Having explained the purpose of our meeting, we usually find that the executive in turn requests his employees to attend, and, in many cases, he is interested enough to come himself.

"After making our rounds of the leading businesses that we hope to ultimately interest in our truck units, and after getting the names and addresses of the drivers, superintendents and executives, we send each a formal invitation by mail. This explains the purpose of the meeting, gives the time and place, and a program is inclosed.

"As to actual results that come from these drivers' meetings, we believe they are mostly valuable, in that they serve as acquaintance opportunities. We do not emphasize the Reo line at any time during the lectures, or even when we are making calls on the executives in interesting them in giving us attendance. The point is that through the meetings we get acquainted with drivers and executives, and thus we break down sales resistance, so that when these men get into the market for truck transportation they think of us and call us in."

To Teach Ladies Fundamentals of Safe Driving

Cleveland, March 14.—The traffic division of the Cleveland Police Department, co-operating with the Cleveland Automobile Club, the Cleveland Safety Council and the Cleveland Automobile Manufacturers and Dealers Association, has arranged to provide an eight-week lecture course for women motorists.

The course opens April 5 and closes June 5. Women pupils will be taught the fundamentals of safe driving, and also will be given an insight into the mechanical operation of their automobiles.

No effort is to be made to make mechanics of them.

KENTUCKY SALES GAIN IN JANUARY AND FEBRUARY

Louisville, Ky., March 14.—With a 10 per cent. gain in new car sales in February of this year, as compared with February of last year, the percentage of loss in January has been wiped out, and the year is ahead of 1928 by 1 per cent. in Louisville. Every month of 1928 was ahead of 1927, and now that 1929 is showing a small increase over 1928, it cannot be said that business is not showing just as much promise.

For February, 1929, total sales were 634 cars, as against 576 in February, 1928, and total sales for the first two months of 1929 are 1,125 cars, as against 1,113 cars for two months of 1928. In January, 1929, but 491 cars were sold, as against 537 in January, 1928.

In February sales included 220 Fords, 140 Chevrolets, 55 Essex, 21 Oldsmobile, 15 Dodge, 14 Durant, 14 Pontiac, 11 Hupmobile, 8 Nash, 10 Reo, 10 Studebaker, 28 Whippet, 10 De Soto, 6 Chrysler, 8 Graham Paige, 5 La Salle, 5 Buick, 5 Cadillac, 4 Franklin, 5 Willys-Knight, 3 Lincoln, 5 Hudson and 5 Oakland, among others.

MID-CONTINENT BUYS TWO PETROLEUM COMPANIES

New York, March 14.—The Mid-Continent Petroleum Corporation has acquired the bulk and service stations of the Land Petroleum Company of Warrensburg, Mo., and the Home Oil Company of Trenton, Ill., having 2,000,000 gallons yearly distribution.

North Hudson Co. Automobile Show To Open Monday

North Bergen, N. J., March 14.—The ninth annual North Hudson Automobile Show, sponsored by the dealer association of that section, will open March 18 for a week's run in the main pavilion of Columbia Park. Twenty-six dealers in the six municipalities of North Hudson will show thirty-six makes of cars and four lines of trucks.

William Hufnagle, show chairman for the ninth consecutive event, has appointed Frank Galland as show manager. Assisting Mr. Hufnagel is a committee composed of George Laessig, Frank M. Mitchell, Roy Hall, A. Pumo, Fred Bonnet, Alexander Aragona, Fred H. Dressel, Edward Chevalier, Edwin H. Henry and Marcy Reidy.

The exhibitors are: Ford, Union Hill Motor Company, Union City; Packard, F. M. Mitchell Motor Company, Union City and Jersey City; Lincoln, Hall-Auf Der Heide, Inc., North Bergen; Franklin, Chandler-Franklin Car Company, Jersey City; Marmon, Roosevelt A. Pumo & Son, Guttenberg; Hudson-Essex, Clifton Auto Company, Union City; Klem Motor Sales, Jersey City; Hupmobile, Bonnet Motor Sales, Union City; Chrysler, Plymouth, A. G. Motor Sales, Union City; Whippet, Willys-Knight, Union Auto Company, Union City; Peerless, Locomobile, G. M. C., Alexander Aragona, West New York; Nash, F. H. Dressel Sales Company, Union City; Chevrolet, William Hufnagel, North Bergen; B. D. L. Motor Corporation, Union City; Auburn, Stutz-Wacker Motor Car Company, Union City and Jersey City; Studebaker, Erskine-Studebaker Sales Company, Union City; Oldsmobile, Viking-Palace Garage, Union City and Jersey City; Gardner, Edward Chevalier, West New York; Jecker Motor Company, Union City; Reo, North Hudson Reo Company, Union City; Pontiac, Oakland, Minerva Garage, Union City; Frelond Motor Company, West New York; De Soto, Fargo, Edwin H. Henry, Inc., Union City and Jersey City; Dodge Brothers, Marcy Reidy Auto Sales, Inc., Union City; Kissel, Durant, Ascione Motor Company, Union City, and White Prince, Moon, Jordan-Fuller Motor Company, Union City.

STUDEBAKER APPOINTS EDDY TIRE AND MOTOR CO.

Minot, N. D., March 14.—The Eddy Tire and Motor Company has been appointed Studebaker-Erskine distributor for Minot, according to J. M. Cleary, sales manager of Studebaker.

The salesroom and service station of the Eddy Tire and Motor Company will occupy a completely modern building, and up-to-date equipment for efficient servicing of Studebaker cars will be maintained.

BATTLE HEADS SALES

New Orleans, La., March 14.—Following his recent outstanding success with another well-known automobile concern, Wingate Battle, popular in sporting and business circles, has been named sales manager for Clay W. Beckner, Inc., Packard distributors for this territory, Mr. Beckner has announced.

SPARKS from DETROIT

Proving Grounds

* * *

More Legislation

* * *

New Buses

Fred Kingsbury—Detroit Editor

INTEREST, on the part of the public, in what is being accomplished on automobile proving grounds, is apparently growing, if one can judge from the number of questions asked in motor car salesrooms regarding stamina and performance qualities of various makes of cars.

Without doubt, these proving grounds have raised the standard of motor car manufacture due to the fact that tests conducted at these great open laboratories bring about an analysis that could not be obtained by any other means.

Years ago, in the early days of automobile manufacture, it was the custom of every maker to put each car through a road test of from fifty to one hundred and fifty miles. This was an expensive operation and greatly added to the cost of the machine.

Later, practically every manufacturer built a track in the vicinity of his factory where cars were tested. These tracks are in operation today and, with the completely equipped laboratories maintained at each plant, makers are enabled to go ahead and make the cars the very best they know how. The result is the wonderful stamina shown by present-day automobiles.

Probably the three great outstanding proving grounds are those which have been constructed in recent years by General Motors, Packard and Studebaker. These have cost an immense amount of money, which, according to officials of these companies, fully justify the expenditure.

At these proving grounds, tests are carried on every day, under much more severe conditions that any car would ever be called upon to go through in the hands of a private owner.

For example: Cars are driven at top speed from thirty to fifty hours at a stretch. So efficient has this work become that a car can be refueled and oiled in twenty-seven seconds.

Imagine the result when this car is driven into the laboratory and measured completely after such tests.

* * *

MORE legislation affecting automobiles and the disposal of funds received from taxes has been introduced in the Michigan Legislature. The latest is a measure which would take the distribution of automobile license plates from the office of the secretary of state and give it to the Boards of County Commissioners. In addition, it would allow a fee of 25 cents on each set of plates and would give the weight tax money to the county highway fund.

At present, the money goes to the state highway fund after the expenses of the offices set up by the secretary of state are paid.

The motoring public is concerned only in one way, and that is that every penny possible go into the building of hard-surfaced highways.

* * *

NEW street cars are being placed in service on the various lines in Detroit. The first of 100 of a new type has arrived in the city and has been placed in service on Woodward Avenue. However, it is impossible to get along without motor transportation. New buses have been placed in service and every attempt is being made to increase transportation facilities.

BOTH CAROLINAS SHOW GOOD JANUARY RETURNS

Charlotte, N. C., March 14.—January sales of new cars in North and South Carolina totalled 9,096, as against 4,545 for 1928, according to Coleman W. Roberts, vice-president of the Carolina Motor Club. Mr. Roberts expresses the belief that business conditions in the automotive trade in the two Carolinas is now well on the upgrade.

North Carolina's January (1929) new car sales amounted to 5,972, as against 3,043 for 1928 and 3,040 for 1927. South Carolina's 1929 January sales ran to 3,124 as compared with 1,502 in January of 1928 and 2,027 in January of 1927.

"New car sales are generally regarded as an excellent business barometer," says Mr. Roberts. "When it is observed that this year's figures are approximately double those of January a year ago, the significance of this increase can be readily visualized."

CANADIAN GOODYEAR BUSY

Montreal, March 14.—Goodyear Tire and Rubber Company of Canada, Ltd., continues to operate a full capacity of 24 hours per day. With the addition of new machines production has been stepped up steadily to an average recently of 9,600 tires, and this month output will average well above the 10,000 mark. Inner tubes production is about 15 per cent. greater than tires.

CARROLL-FOX, INC., TAKE OVER WHIPPET DEALERSHIP

Chicago, March 14.—Carroll-Fox, Inc., have been appointed Whippet dealers with headquarters at 7617 South Halsted St. The firm will dedicate new sales quarters next Saturday.

Financial News of the Automotive Industry

RANGE OF AUTOMOTIVE STOCKS

WEDNESDAY, MARCH 13, 1929

NEW YORK STOCK EXCHANGE

Previous, 1929 High	Previous, 1929 Low	Div.		Sales	High	Low	Close	Net Change
75⅝	45	....	Advance Rumely	1,900	71	70	70½	— ⅝
73⅝	58½	....	do pf	200	71¾	71½	71⅝	— ⅛
11¼	9	....	Ajax Rubber	3,400	9⅝	9¼	9½	....
194	167½	7	Allis-Chalmers	100	175	175	175	....
59½	40½	....	Am. Bosch Magneto	15,800	58⅜	55⅜	57⅛	+ 2
8⅜	6⅛	....	Am.-La France	700	7⅛	6⅞	6⅞	— ⅛
63⅛	45¼	...	Briggs Mfg. Co.	21,600	47⅞	46⅛	47¼	+ 1⅛
73⅜	58½	3	Brockway Motor	1,500	63⅝	62	63⅝	+ ⅞
23	20	....	Chandler Motor	200	21	21	21	— ⅛
35⅛	28⅜	....	Chicago Pneu. Tool	1,100	32⅝	31½	32⅛	+ ⅝
135	98⅝	3	Chrysler Corp.	46,100	113⅜	112⅜	113	+ 1
28⅝	19⅛	.80	Continental Motors	8,900	23⅝	22½	22⅝	+ ⅛
76⅝	61	3	Eaton Axle & Spring	600	67⅝	67½	67½	+ ½
170	134½	4.50	Electric Auto-Lite	5,000	157	154⅝	154⅝	— 1½
92⅜	82⅜	5	Electric Stor. Battery	600	84⅜	83	84⅛	+ ⅛
22⅝	18	.80	Federal Motors	700	18½	18⅛	18⅝	+ ⅜
20⅛	15⅝	....	Fisk Rubber	5,100	17⅛	16⅝	17	+ ⅛
72½	60⅛	....	do 1st pf	400	68	67	68	+ 1
33⅛	24	....	Gabriel Snubber A	700	26⅜	26	26⅝	+ ⅛
25	15	....	Gardner Motor	900	15⅝	15⅛	15⅛	— ⅛
86	78	3	General Motors	92,300	82⅝	80⅝	81⅞	+ 1⅛
126½	124⅜	7	do 7s pf	600	125	125	125	....
45	36⅞	1.75	Glidden Co.	2,800	42¼	41⅜	42⅛	+ ⅛
105⅝	87⅛	4	Goodrich Co.	6,100	94⅛	92⅛	93	+ 1½
140	112	....	Goodyear T. & R.	19,600	130⅞	128	129⅞	+ 2¼
104⅞	102	7	do pf	800	104	103⅛	104	+ 1
54	44¼	....	Graham-Paige Motor	500	46⅞	46½	46⅝	+ ⅛
93⅛	83	5	Hudson Motor Car	9,100	88⅜	87	87	....
82	67⅝	2	Hupp Motor Car	2,700	71⅞	70⅜	71⅜	+ 1½
32½	20⅛	....	Indian Motocycle	200	25½	24⅜	24⅝	+ 1⅛
14¼	10⅜	....	Intercon. Rubber	300	12	12	12	....
115	92⅜	2.50	International Harvester	5,300	106⅜	105¼	105⅜	+ ⅜
145	142	7	do pf	100	142	142	142	— ⅛
242⅝	180½	3	Johns-Manville	13,800	190⅝	184	189⅞	+ 6⅞
18½	11⅞	....	Jordan Motor Car	1,700	12⅜	12	12⅜	+ ⅛
24	18	....	Kelly-Springfield	4,600	20⅝	19	19⅞	+ ⅞
61⅜	41⅝	2	Kelsey-Hayes Wheel	900	56	55¼	56	+ 1
25	19⅛	....	Lee Rubber & Tire	2,700	21⅜	20⅝	21	+ 1
114¾	104	6	Mack Trucks	4,800	107½	105½	107½	+ 2
84	66¾	4	Marmon Motor	200	73¼	72¾	72⅝	— ⅝
79⅛	69⅝	3.75	Marlin Rockwell	200	74	74	74	— ⅞
18	14¼	....	Martin Parry	100	15	15	15	+ ⅛
34⅞	25⅛	....	Mengel	500	26½	26¾	26½	— ⅛
28⅝	22½	....	Miller Rubber	100	23⅝	23⅝	23⅝	— ⅛
8	6	....	Moon Motors	1,800	6	6	6	....
25⅝	19	....	Moto Meter A	1,200	20⅜	20	20	— ⅛
200	165	2	Motor Products	700	190	188⅜	190	+ 3⅝
47½	42½	2	Motor Wheel Corp.	2,900	44⅞	43⅞	44⅝	+ 1⅛
81⅛	60	....	Mullins Mfg. Co.	1,200	65½	60⅜	65½	+ 2¼
78⅝	67	....	Murray Corp.	12,100	74	71⅜	72½	— ⅝
118⅜	102¼	6	Nash Motors	7,400	107⅜	106⅝	107	+ 7⅛
153	125¼	3.50	Packard Motor Car	23,200	139⅜	136⅝	137	+ 1⅞
22½	17½	....	Peerless Motor Car	100	19⅜	19⅝	19⅜	+ ⅜
37⅝	28¾	....	Pierce-Arrow	1,300	33⅞	32⅜	33⅞	+ ⅝
21⅛	27⅛	1	Reo Motors	3,800	95	92⅝	95	+ 2⅛
12¼	9½	....	Reynolds Spring	500	9⅝	9⅝	9⅝	....
66⅝	45	....	Spicer Mfg. Co.	4,600	62	59¼	60⅝	+ ⅞
55⅜	50½	3	do pf	200	52½	52	52	....
145	121½	6	Stewart-Warner Speed	1,900	134⅜	134	134⅛	+ ⅛
68⅞	52⅝	3	Stromberg Carburetor	800	66⅜	64	66⅛	+ 1⅛
97	77	5	Studebaker Co.	2,200	87⅝	86⅛	86½	+ ⅝
87	73½	3	Timken Roller Bear	4,400	82⅛	80	82	+ 2
44¼	38⅝	2.50	Trico	1,900	40	39⅝	40	+ ½
54	42	....	U. S. Rubber	26,900	60	58	58⅝	+ 1⅛
92½	77	....	do 1st pf	1,000	87½	87	87	....
54½	45⅛	2	Westinghouse A. B.	4,600	53½	52⅛	52½	— ⅛
53½	45⅝	1	White Motors	6,300	52	49	52	+ 3
35	29⅜	1.20	Willys-Overland	5,300	30½	29⅝	29⅝	— ⅛
103	95⅜	7	do pf	100	99	99	99	— ⅞
45	35⅛	....	Yellow Truck & Coach	12,200	41⅝	39⅝	41¼	+ 1⅝

NEW YORK CURB MARKET

Sales		High	Low	Close	Net chge.
100	Auburn A	170¾	170¾	170¾	+ 1¾
1400	Bohn Alum	113⅞	112⅛	113	+ 1⅛
1400	Budd Ed	65½	64	64½	— 1½
1400	Bullard Co	50	48⅝	50	+ 1
2900	Checker Cab	87	85¼	86½	+ ½
20400	Cit Serv	120	119½	120	—
200	Cit Serv pf	97½	97½	97½	....
3500	Durant Mot	14½	14	14¼	— ⅜
600	Fiat	12⅝	12¼	12⅝	+ ⅛
150	Firestone	233¼	232¾	232¾	— 1¼
100	Fires 7s pf	109	109	109	+ 1
890	Ford Can	816	649	816	+ 86
8800	Ford Ltd	18	17½	17⅜	....
300	Nat Rub M	35¼	27	28¼	— ¼
1800	Paramt Cab	34⅜	32	33½	+ ⅜
200	Pitts Pl Gl	70¼	70⅛	70¼	+ ⅛
800	Raybestos	84⅝	82¼	83	+ 2⅝
2900	Saf-T-Stat	35	33	34½	— ⅝
2100	Serv-el Inc	16⅝	16⅛	16⅛	— ⅛
300	Sparks W	169	163½	168½	+ 2⅞
400	Stutz Mot	22	22⅞	22¾	+ 1
200	Thermoid	30⅝	30½	30⅝	....
900	Thomp Prd	63¾	61	61⅝	— ⅝
930	Tim Det Ax	27¾	27½	27½	— ⅜
300	Tripdex	26½	26½	26½	....
300	Watson J W	8	7⅞	7⅞	— ⅛
100	Wayne Pump	25	25	25	— ⅛
900	West Auto	57½	55	55	+ ½
1900	Wire Wheel	33⅝	32½	33½	+ 1⅛
400	Yel Txi NY	29⅝	29½	29½	+ ⅛

CHICAGO

Sales		High	Low	Last
100	Acme Steel	88	88	88
300	Allied Mot	43	42½	42½
1750	Auburn	170½	169	170
1250	Bendix	105½	104½	105
1450	Borg Warner	123¾	122½	123
150	do 7 pf	102½	102	102½
100	Brown Mfg	50	50	50
600	Chi Yel Cab	33½	33⅛	33½
75	Dayton Rub A	40	40	40
800	Houdl H A	96½	96	96¼
1400	do B	46	45	45½
100	Mcqu Nrs	60	60	60
100	Modine	57	57	57
150	Mohawk Rub	53	53	53
250	Muncie A	25¾	25	25⅝
150	do B	21	20½	20½
100	Perfect Circ	50	50	50
50	Pines W F	200	200	200
150	Rose Gear	53¼	53	53¼
50	Unit Cp	28	28	28
50	Van Skln	31	31	31
100	Vesta Battery	13	13	13
1050	Wayne Pmp pf	40	39½	39½

CLEVELAND

Sales		High	Low	Last
100	Aetna Rub	20½	20½	20½
30	Faultls R	36	36	36
100	Firestone	233	233	233
50	do 6s pf	110	110	110
30	do 7s pf	109	109	109
20	Glid pr pf	104¾	104¾	104¾
55	India Tire	62	62	62
115	Jaeger	25	24⅞	24⅞
30	Miller Rub pf	75	75	75
10	Murray O M	36	36	36
20	Packard	40½	40½	40½
15	Seiberling Rub	55	55	55
150	F B Stearns	5	5	5

DETROIT

Sales		High	Low	Last
125	Auto Fan	12	12	12
650	Federal Mogul	28½	28½	28½
3100	Federal Screw	73⅞	72⅝	73
151	Ford Can	810	750	810
2175	Hall Lamp	24	23¾	23½
1107	Hayes	52¾	52¾	52¾
100	Houdaille A	46½	46½	46½
200	do B	45½	45½	45½
100	Jackson Mt S	33⅞	33⅞	33⅞
200	Hutto	33	32½	33
1020	Lakey Prod	30½	30	30½
200	Reo	29	29	29

FRENCH FORD STOCKS ARE BEING OFFERED IN NEW YORK

New York, March 14.—Subscriptions to the stock of Ford Motor Company of France (Automobiles Ford, S. A.) are being received here at the office of the Allied Capital Corporation, it was announced yesterday.

MARLIN-ROCKWELL

New York, March 14.—The Marlin-Rockwell Corporation has declared the usual extra dividend of 50 cents and the regular quarterly dividend of 50 cents on the common, both payable April 1 to stock of record March 22.

PIERCE-ARROW NET LOSS $1,293,025 IN PAST YEAR

New York, March 14.—Report of Pierce-Arrow Motor Car Company (New York corporation organized August 23, 1928, to take over the property and business of the old company of the same name, also a New York corporation) and Pierce-Arrow Sales Corporation for the year ended December 31, 1928, shows net loss of $1,293,025 after depreciation, interest, etc., compared with net loss of $783,200 in 1927.

Common stock and surplus account follows: Credit balance January 1, 1928, $7,585,872; add: payment by the Studebaker Corporation for Class B stock $2,000,000; reduction in preferred stock $2,000,000, and appreciation of land and buildings $2,594,225, making total credits $14,180,097; deduct: payment to preferred stockholders under reorganization plan $1,000,000; write-off of good will account $4,999,999; write-off of deferred charges $298,217; liquidation of Buffalo inventory $2,399,658; liquidation of branch house inventory $295,640; liquidation of special tools, fixtures, etc., $998,970; rearrangement of plant layouts and development expense of new models $1,374,313, and net loss for year 1928 $1,293,025, making total debits of $12,659,822 and leaving common stock and surplus account on December 31, 1928, at $1,520,276.

PEERLESS MOTOR REPORTS

Cleveland, March 14.—The Peerless Motor Car Corporation for the year ended December 31, 1928, reports net loss of $1,243,724 after charges and depreciation, compared with net loss of $725,733 in 1927.

Rubber Prices

New York, March 14.—Active months on the local Rubber Exchange wound up with net declines of 20 to 30 points in the trading yesterday as the result of selling by prominent speculative interests which sent prices down 60 to 70 points from the earlier highs. The February report of the Rubber Association placed the consumption for the month at 41,594 tons, which was 1,500 tons above the majority of estimates.

The tone of the outside market reflected the easiness on the exchange, but firmed slightly in the later trading on the appearance of a little factory support. Total turnover on the exchange was 835 lots or 2,087½ tons.

RUBBER EXCHANGE OF NEW YORK

	High	Low	Closing Mar. 13	Closing Mar. 12
March	25.70	25.10	†25.10	25.40
April	....	....	†25.30	25.60
May	26.20	25.60	*25.50	25.80
June	....	....	†25.60	25.90
July	26.40	25.70	*25.70	25.90
August	....	....	†25.80	26.00
September	26.60	26.00	25.90a	26.00 26.20
October	26.50	26.50	†26.00	26.20
November	26.70	26.60	†26.10	26.30
December	26.70	26.10	26.10a	26.20 26.50
1930—				
January	....	....	†26.20	26.50
February	....	....	†26.30	26.60

*Nominal †Trading.

OUTSIDE CLOSING PRICES

(Per Pound delivered, New York.)

Plantation—	Bid	Asked
Ribbed smoked sheets, spot	25¼	25½
March	25⅜	25½
April	25⅜	25½
April-June	25⅝	25⅞
July-September	25⅞	26⅛
October-December	26⅛	26⅜
Spot—		
First latex crepe	25¾	26
Clean thin brown crepe	22¾	23
Specky brown crepe	22½	22¾
Rolled brown crepe	18⅜	18⅝
No. 2 amber	23	23¼
No. 3 amber	22¾	23
No. 4 amber	22½	22¾
Paras—		
Up-river, fine, spot	26	26¼
do coarse	15½	15⅝
Accra, fine, spot	26¼	26½
Cuncho, Ball—Upper	15½	15⅝
*Brazil, washed, dried, fine	30½	31
Centrals—		
*Esmeraldas	14½	14⅞
*Central scrap	14½	14¾
Guayule, washed, dried	..	20
Balata—		
*Block Ciudad	50	..
*Surinam sheet	52	..
*Manaos block	50	..
Peruvian block	27	28

SCRAP RUBBER

(Dealers' buying prices, f. o. b., N. Y.)

Boots and shoes, black, ton	$21.00a21.00
Arctics, cwt	.50a .60
Inner tubes, mixed, cwt	4.50a 4.75
Inner tubes, red, cwt	5.00a 5.25
Tires, standard, mixed, ton	18.00a19.00
Inner tubes, No. 1, cwt	6.50a 6.75
Inner tubes, No. 2, cwt	4.25a 4.50
Mixed hose, soft, cwt	.50a .55
Hose, air brake, ton	27.50a30.00

*Nominal.

The A. D. N. Analyst Looks Them Over

IN this department will appear daily an analysis of one or more companies in, or closely allied to, the automotive industry, covering the past history, present condition and future prospects of the companies so analyzed. It will be the purpose of the A. D. N. Analyst to deal with the smaller and less known manufacturing concerns, as well as with those more prominent, thereby giving analyses not to be found elsewhere. Readers who preserve their issues of Automotive Daily News will, through this department, build up a valuable fund of information about the financial standing of companies in the industry.

McQUAY-NORRIS MANUFACTURING COMPANY

ASSOCIATED in this organization are the McQuay-Norris Manufacturing Company of Delaware, McQuay-Norris Manufacturing Company of Indiana, Inc.; McQuay-Norris Bearing Company, McQuay-Norris Manufacturing Company of California, Milwaukee Bearings Company and the King Quality Products Company.

Plants are situated at St. Louis, Connersville, Ind.; Indianapolis, Ind., and Toronto, Canada, and warehouses at Chicago, Oakland, Cal., and Philadelphia. The McQuay-Norris products include piston rings, pistons, piston pins, score filler, bearings, bearing screws, piston pin set screws, babbit, metals, bolts, bushings and valves. The King Quality Products Company puts out pistons, piston pins and rings and valves. Milwaukee Bearings Company makes motor bearings.

Last year was the greatest in the history of this company, sales exceeding those of 1927 by 66 per cent, and profits nearly 100 per cent. Net income for the year 1928 amounted to $626,475, compared with $315,325 in 1927. Working capital was increased by $256,664, and at the end of the year amounted to $1,581,073.

The company continued the policy of building up a large depreciation reserve fund, and this fund is now nearly 50 per cent. of the entire fixed assets. Total current assets amounted to $2,198,791, while total current liabilities were $617,718.

The capitalization consists of 1,940 shares of $100 par preferred stock and 100,000 shares of authorized and outstanding no par common.

The company's business is divided 85 per cent. to the replacement trade and 15 per cent. to the motor and car manufacturers for initial equipment, and it is the purpose of the company to continue to emphasize the replacement business. An increasing trend toward six and eight cylinder cars is seen as offering a corresponding increase in replacement demand.

The King Manufacturing Corporation of Buffalo, N. Y., was purchased just a year ago and the business was moved to Connersville. Payment was made out of earnings and all the cost was paid last year. Another purchase in 1928 was the entire minority interest in the McQuay-Norris Manufacturing Company of Canada, Ltd., giving the McQuay-Norris Manufacturing Company 100 per cent. ownership.

The company has profitable contracts with other manufacturers for the distribution of their products. In 1927 it contracted with the Bohn Aluminum and Brass Corporation to handle exclusively the Nelson Bohnalite piston for the replacement trade. This contract is being the source of great profit. Late last year McQuay-Norris entered a contract with the Wilcox-Rich Corporation to handle exclusively throughout the world the replacement sale of R. S. P. valves.

McQuay-Norris has sales outlets in every state in this country and in every foreign country and is reported to be the largest single factor in the replacement business.

William K. Norris, president, recently predicted that 1929 would set a new record in earnings. He said January business was 80 per cent. bigger than a year ago and that February also showed a big increase.

Officers are Mr. Norris, president; Louis A. Safford, vice-president; A. J. Mummert, secretary; Arthur G. Drefs, vice-president and treasurer. Directors, in addition to the officers, are C. R. Kalb, John F. Green and W. C. Winter.

AMERICAN BOSCH SHOWS LARGE WORKING CAPITAL

New York, March 14.—The balance sheet of the American Bosch Magneto Corporation as of December 31, 1928, showed current assets of $4,161,256, current liabilities of $531,991, and net working capital of $3,629,265. This compares with the working capital on December 31, 1927, of $2,747,305.

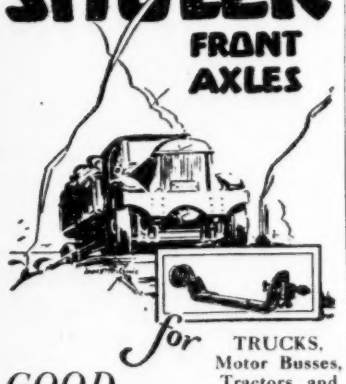
A. T. Murray, president, in a statement said, in part: "The corporation during 1928 showed a very substantial increase in total volume of business as compared with the preceding year. The increase in business was about equally divided between the automotive and the radio divisions. The company enjoyed a very substantial increase in its magneto business."

REPORT BUDD MFG. CO. TO SELL BUDD WHEEL STOCK

Philadelphia, March 14.—According to well authenticated reports the Budd Manufacturing Company has arranged to sell its holdings of stock in the Budd Wheel Company, amounting to 60,000 shares at $50 a share.

The company will realize a total of $3,000,000 from this transaction, which would be available to reduce its bank loans which are still of large proportions due to the large volume of business which it has received in the last six months necessitating large working capital.

SHULER FRONT AXLES



for TRUCKS, Motor Busses, Tractors and Trailers

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FRONT AXLES ONLY—with and without brakes.

SHULER AXLE CO.
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MEMBER OF MOTOR TRUCK INDUSTRIES, INC. OF AMERICA

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for passenger and commercial vehicles
Recognized as standard by automotive leaders,
CLARK AXLES
Manufactured by
CLARK EQUIPMENT COMPANY
Buchanan Michigan

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The New Car Owner Class

OBSERVERS agree pretty generally that the domestic market for motor cars in the United States has reached a fairly stable basis, with an annual consumption of say 3,500,000 cars. At the present time there are about 20,000,000 passenger cars in operation throughout the country. According to financial experts, this number should remain fairly steady, with some increase due to normal growth of population, wealth and other factors.

Analyzing vital statistics does not indicate anything of the kind, but then figures have been known to tell at least white lies. However, speculation of this sort always is fascinating and perhaps we may be pardoned for spinning some clouds from the unromantic stuff of which vital statistics are made.

There are today in this country, in round numbers, 45,000,000 wage earners and 27,000,000 families. Simple division brings out the fact that there must be one and two-thirds wage earners per family. Statisticians agree that our national yearly income is in the neighborhood of $80,000,000,000. This can only mean that the 45,000,000 wage earners each draw down a yearly stipend of somewhat under $1,710. We say, "somewhat under $1,710," because we must allow for those whose incomes are in unearned increment rather than in wages. Suppose we say that the average wage earner gets $1,500 a year. This would mean that the average family income must be $2,500 a year, since there are one and two-thirds wage earners per family. Obviously under such a dispensation every one of our 27,000,000 families would be in the market for a motor transportation system of its own and the total passenger cars in the country would be 27,000,000.

Perhaps the income tax figures may suggest some way of reconciling discrepancies. In 1927 we find that 4,000,000 persons paid income tax on a total net income of $22,000,000,000. This works out on an average income of $5,500 for the year. But of the 4,000,000 filing returns 3,200,000 acknowledged income of less than $5,000, the total income enjoyed by these persons working out at $8,700,000,000. This makes the average income in this under $5,000 class about $2,610.

But, even if we take the entire income tax-paying class as wage earners, the 4,000,000 persons who paid the tax would leave 41,000,000 wage earners still unaccounted for and obviously in receipt of incomes below the reach of the tax.

Subtracting the $22,000,000,000 acknowledged as income by the tax-paying class, we still have $58,000,000,000 of national income unaccounted for. If we divide the wage earners who did not make tax returns into this sum, we find that these people earned an average income for the year of approximately $1,410. Taking our figures of one and two-thirds wage earners per family, we find that the average family income of the class below the taxpayers was in the neighborhood of $2,100 for the year. And this would place every family in this class in the category of a potential motor car buyer.

It may be argued that any conclusion reached on juggling figures is likely to be deceptive. Granting this, nevertheless the statistics do suggest one condition that bears the stamp of logic. We may safely assume that the income tax paying class is today almost universally equipped with motor transportation. Few families with incomes of $2,600 are today without some kind of transportation of their own. In the class with incomes averaging $2,100 lies the best opportunity today for creating new business for making new car owners.

C. E. Duryea Opposes Claim That Haynes' Car Was First

FORUM

The Automotive Daily News is glad to receive letters from its readers on topics pertaining to the trade and to publish such as seem to have general interest. Obviously the Automotive Daily News must disclaim responsibility for views expressed by its readers.

Editor Automotive Daily News:—

I have just read the very interesting article in your February 19 issue, on the first Haynes-Apperson car, by H. H. Murden. In general, this seems to fit the known facts fairly well, except that, like a scorpion, it has a sting in its tail. The quoted paragraph at the end bristles with error. That vehicle, which used a launch engine, a buggy body, steel tube frame and cycle-size wheels, and therefore was a quadricycle, rather than an automobile, was not "America's first car" by over two years: it was not "built in 1893," and there hasbeen no evidence given the public indicating that actual work on it even started in 1893. The vehicle now on exhibition in Washington is the rebuilt product constructed "after 1895," in which year Haynes and the Appersons saw real automobiles at the Chicago contest, and the placard on the vehicle is not as reported; nor was Haynes "Father of the Automobile." Finally, as originally constructed, it was not a howling success.

Sought Assembly Shops

Let me show the facts. I regret being obliged to do this. I dislike to seem to be "blowing my own horn," but it is undeniably unfair to posterity to allow this to pass unchallenged. "America's first car" was probably Oliver Evan's steam vehicle, built in Philadelphia and run about the square, where the City Hall now stands, in July, 1805, for the occasional 25 cents spectators might contribute to the workmen. See published mention in the Gazette of that time. An electric vehicle, built at Des Moines, Ia., in 1892, so far as I have been able to learn, by Morrison & Smith, financed by J. B. Bartholomew of Avery and Glide cars, and both shown and run about the grounds at Chicago in 1893, was doubtless seen by Haynes there and was seen by the Haynes-Appersons at Chicago in 1895. Although there are some earlier claimants, they offer no proof or reasonable evidence as to date, so I am forced to believe that America's first gas car was my Duryea. My 1892 memobook is still in existence—undisputable proof of the work and date. It indicates that I was seeking an assembly shop in January, 1892, secured one in March, and made a power test of the pulling ability on Tuesday, April 19, 1892. This was indoors.

Whether the rig got onto the street that week is not shown, but it was used enough to show need of some engine changes, so was dismantled and not run further until June. Several men remember its service that month, among them being Inglis M. Uppercu, the New York head of Cadillac-La Salle, and William Deats of Barryville, N. Y. It was taking trips out into the suburbs in early July, 1892, was tuned and finished by late September, 1892. It was a success. It had a spray carburetor, a drive which gave both forward and reverse speeds, a knuckled front axle, a bevel differential, tiller steering, electric spark and a top for all weathers.

Compare with the Haynes-Apperson structure. (If you wonder why I say "Haynes-Apperson," please remember that Haynes himself, giving testimony under oath in the Selden-Winton suit in 1902, only eight years after the work was done and six years after it was rebuilt, spoke of the two first cars as "built and owned by Mr. Aperson and myself." Clearly Haynes was not "first").

Early Workers

The more I learned about those early workers, the more convinced I am that Charles B. King was ahead of Haynes and that his extreme modesty has kept him quiet all these years. He had an exhibit at the Chicago World's Fair in 1893, and very early saw the Sintz exhibit and ordered an engine, a 1 horse power, as Haynes did later. He studied engines and made sketches of them, and of the tricycles and other constructions that seemed adaptable to automobile use. He knew of the foreign work. Being also a mechanic and manufacturer, which Haynes was not, he began work after the fair closed in October. His pencil sketch, the only thing that escaped the Oldsmobile fire some years later, shows a far better structure than Haynes-Apperson had. His superior mechanical ability quickly learned the Sintz defects by test. Whether in the vehicle or not I do not know, but he abandoned the Sintz engine, as Haynes did later, and built a 4-cylinder, block, 4-cycle, the first in America, if not in the world. This delayed his work so that he got onto the road later in 1894 than expected. How late is not known, likely later than Haynes-Apperson. But he had a rig that ran successfully.

Just when Haynes began work seems uncertain. Some fifteen years ago the Haynes Pioneer, a house organ, repeatedly stated "1893—Nov. 30th—Purchased the engine." In the same issues were installments of Haynes' story by himself. It therefore seems certain this date had his approval. In that story he relates setting it up in his kitchen for test and finding so much vibration he was obliged to change his frame design and make it much heavier. It is understood he was holding down a job at that time, so it seems likely quite a bit of December went by before he set out to find a machine shop to take up the work. He stated in his sworn testimony that the construction took "six or seven months," and that, although not really finished, the first run was made July 4, 1894. It is certain there could not have been much work done in 1893, if any, or there should be forthcoming some reason for the delayed test.

The testimony makes very interesting reading. As to success, he was asked if it was satisfactory. "Just the reverse. It was positively dangerous." He then explained that the worm and segment were too weak to certainly control the one piece, center-pivoted front axle; that the number of turns of the crank needed to get around a corner took so much time it was liable to go into the ditch and that it rattled to pieces badly. It had no reverse, used a slipping device to get around corners instead of a differential, the engine had a pump feed not adjustable for varying speeds and was replaced by a larger engine, which finally was fitted with a carburetor. Just when this was done is not clear. It is logical to conclude "after 1895," when it was rebuilt.

The second product had even a more tricky steering, a cycle crank with axis horizontal. "Forward to the right and backward to the left" were the instructions, but its driver, turning out to pass a team, forgot them and banged a telegraph pole, bringing down a shower of icicles at which the crowd cheered. The second vehicle was dismantled.

The reported placard seems to be the original one foisted on the curator of the National Museum by some one who should have known the truth. When the facts reached the curator, he called Haynes to account and the present placard seems okay. "Father" implies children. The world credits Fulton with the steamboat, although Fitch was a dozen years ahead, because Fulton was the first to be followed by others. He did enough to force the public to take notice. Where were the Haynes-Appersons in the races on road and track at Chicago, New York and Providence in 1895 and 1896? They were at Chicago, but their cycle wheels could not stand the weather and crumpled up.

Early Contests

Duryea's were the only American gasoline vehicles to start in those contests or in the first one in Great Britain. The Duryea went through the terrible road conditions at Chicago like a modern car—the only one which was not pushed. An American rebuilt Benz got to the finish line by being pushed "many miles." And in the British event, two Duryeas reached the finish line before the judges did. How they got there is still mystery to the so badly beaten foreigners (see "World on Wheels," by Duncan), although one carried the secretary of the Auto Club. A Duryea was exhibited with Barnum's circus the whole season of 1896, missing but once. Twice daily in the rings, at the parade head and on acres of billboards for weeks in advance. These were the things that sowed the seeds of the present greatest business.

Equally unwarranted is the statement claiming "the prominent automobile company of the country." In the fall of 1896, the leading vehicle journal, Carriage Monthly, proclaimed the Duryea company as standing "foremost in the manufacture of motor vehicles." It had built more than a dozen successful cars up to that time, and made a number of sales. But the public was not ready. They demanded electrics, and the Duryea company went down and out. Haynes thought they sold one vehicle in 1897, but Winton began sales in April, 1898, with four vehicles and became the leader for a time.

I started again in 1897-8 with a construction that in the next five years won contests on both sides of the water, and my brother, Frank, began work in 1898-9 that led to the Stevens-Duryea cars. Would the gas car ever have been heard of had not this wonderful fathering been done by the Duryeas? The public wanted electrics and the steam car got a wonderful start, but my decision in favor of gasoline engines, made in 1886, still stands as right.

CHARLES E. DURYEA,
Philadelphia, Pa.

CAMPBELL, WYANT AND CANNON EXPANDING

Chicago, March 14.—D. J. Campbell, president of Campbell, Wyant & Cannon, makers of engine castings, etc., reports that January sales and earnings were the largest for any similar month in the history of the company. An expansion of plant facilities has already started in an effort to take care of existing orders.

"During the fall of 1928, the increased demand upon the company for engine castings from its old and new customers made it clear to the board of directors that increased facilities were necessary to continue to satisfy our trade," said Campbell. "A program of expansion has been started which will involve an expenditure of upward of $800,000."

DETROIT ALLOY STEEL HAS NEW PRODUCT

Detroit, March 14.—"Dasco" is the trade name of a new line of alloy tool steels now being introduced on the market throughout the country and particularly to the automotive industry, by the Detroit Alloy Steel Company.

This company is headed by Hugh Martin, who is also president of the Detroit Gray Iron Foundry Company. Louis W. Schimmel is vice-president and Harry H. Wyatt is secretary and treasurer.

The organization, in addition to manufacturing and supplying Dasco steels to the trades, is specializing in the production of Dasco die castings.

COMING EVENTS

MARCH

1-15—**Daytona, Fla.** Automobile races.
9-16—**Fort Worth, Tex.** Automobile show.
9-16—**Montclair, N. J.** Show Week; individual show room displays.
9-17—**Copenhagen, Denmark.** Trucks, motorcycles, etc., shows at Forum.
13-16—**Monmouth, Ill.** Automobile show.
14-16—**Asheville, N. C.** Automotive Dealers' Association Show.
15-21—**Geneva, Switzerland.** Automobile show.
16-23—**Quebec, Canada.** Automobile show at Drill Hall.
17-23—**San Diego, Cal.** Automobile show.
20-23—**Verona, N. J.** Automobile show.
20-23—**Ogdensburg, N. Y.** Automobile show.
20-24—**Kenosha, Wis.** Automobile show.

APRIL

3- 5—**Cincinnati, O.** Marketing Executives' Conference.
6-24—**Detroit, Mich.** Second Annual All-American Aircraft Show at Convention Hall.
17-19—**Baltimore, Md.** National Foreign Trade Council meeting.
22-29—**Goldsboro, N. C.** Automobile show.

MAY

1- 3—**Detroit, Mich.** American Society of Mechanical Engineers' Convention.
2-11—**Melbourne, Australia.** Automobile show.
13-15—**Chicago, Ill.** National Highway Traffic Association, annual convention.

JUNE

25-28—**Saranac Lake, N. Y.** Society of Automotive Engineers' Summer Meeting.

JULY

16-27—**London, England.** Olympia International Aircraft Show.

New Dealer Appointments By States and Makes

NEW HAMPSHIRE

Auburn—Dolphice W. Dufresne, Berlin.

NEW YORK

Hupp — Frank Kresse, Saranac Lake; Drucker Motor Sales Co., Glen Cove.

Windsor—LeClair Motors, White Plains.

NORTH CAROLINA

Hupp—C. P. Osborne, Aberdeen.

NORTH DAKOTA

Hupp—Roy & Guy Lynde, Ellendale.

OHIO

Hupp—Rook Motor Sales, Youngstown; William McKarns, Bryan; Burnet Avenue Motor Sales Co., Cincinnati.

Graham-Paige — Harry R. Simpson, Cadiz.

Auburn—E. H. Gaudette, Newark; Landfair Motor Sales, Lima.

PENNSYLVANIA

Hupp—Stephen Condur, McAdoo; State Auto Sales Co., New Castle; J. A. Schafer Co., Carnegie; Standard Auto Co., Latrobe.

Graham-Paige—H. E. Detar, Irwin; W. C. Bower, Sewickley; Ryan Motor Co., Upper Darby.

Auburn — Ben. H. Werner Co., Pittsburgh; C. J. Smith, Inc., Uniontown; Auburn Sales and Service, Honesdale; Grabin's Garage, Eynon; Hokes Garage, York; Frank Stegmeier, Tamaqua; E. R. Holtzman, Sinking Spring.

Windsor — Eureka Sales Co., Kingston.

SOUTH CAROLINA

Graham-Paige—Platt - Mays Motor Co., Aiken.

SOUTH DAKOTA

Graham-Paige—Hipple Motor Co., Yankton.

Auburn — Aderhold Ellison & Smith, De Smet.

TEXAS

Graham-Paige — G. W. Moore, Lubbock; Travis & Powell, Memphis.

Windsor—R. C. Viehl, Fort Worth.

VERMONT

Hupp—E. M. Allard, Rutland.

Auburn—T. C. Mitchell, F. R. & W. R. Ovitt, St. Albans.

WEST VIRGINIA

Hupp — Martin Motor Sales, Clarksburg; Costello Motor Co., Fairmont; Withers Bros., Grafton; Taylor Motor Company, Hundred; Hawker Garage, Mannington; Jones Bros., Mannington.

Auburn—Moore & Peague, Beard.

WISCONSIN

Hupp—Frank Meyer Motor Car Co., Madison; Sheridan Road Garage Co., Kenosha.

Auburn—Superior Auburn Co., Superior; J. A. Zellwell, Hammond; W. W. Gehrke, Menomonie; G. H. Ackerman, Belit; Auburn Motor Sales Co., La Crosse; Auburn Motor Sales Co., La Crosse.

WYOMING

Auburn—The Motor Maintenance Co., Casper.

BRIGHTON AUTO SUPPLY CELEBRATES ANNIVERSARY WITH ACCESSORY SHOW

Atlantic City, N. J., March 14.—Celebrating its tenth anniversary, the Brighton Auto Supply Company, 2919-21 Atlantic Ave., was visited by more than 100 dealers, garage and service men this week.

The reception was given to mark ten years of progress made by this wholesale automobile part and accessory concern, and was under the supervision of Ellworth V. Bahrman, president, and Samuel T. Leshem, secretary and treasurer of the Brighton Auto Supply Company. The officers of the company received congratulations on their success.

Fifteen accessory and car part factories augmented the celebration with mechanical demonstrations operated by factory experts sent here especially for the occasion.

M. E. A. SESSION MARCH 19

New York, March 14. — The monthly credit meeting of the Motor and Equipment Association will be held in the Hotel Astor on March 19.

LYTLE MOTORS CO. PLAYS HOST TO 35 DEALERS

Davenport, Ia., March 14.—The Lytle Motors Company, distributor for the Willys-Knight and Whippet in sixteen counties in southwestern Iowa and western Illinois, was host to thirty-five dealers from the territory at a sales conference in the Hotel Blackhawk, V. V. Orr, regional manager; C. C. Campbell, zone manager, and G. M. Adams with the zone manager's office, all of Chicago, were speakers.

MONTGOMERY TO HANDLE OLDSMOBILE IN WILLIAMSVILLE

Buffalo, March 14.—C. L. Montgomery has been given an Oldsmobile dealer franchise for the Williamsville, N. Y., territory, and has opened sales and service headquarters at 5508 Main St. in this Buffalo suburb. The formal opening is being held this week.

SAFETEE GLASS CO. BUYS FACTORY IN PHILADELPHIA

Philadelphia, March 14.—The Safetee Glass Company, which owns and occupies a factory on State Road, Wissinoming, has purchased the factory of H. G. Fetteroff & Co., at Stenton Avenue and Louden Street, on a lot 185x315 feet, the property being assessed at $180,000 and held at $350,000.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

WISCONSIN AXLES

Wisconsin superiority has been demonstrated for more than ten years; it can be demonstrated on any test. Built for trucks from 1½ tons to 7 tons, for busses and 6 wheelers.

WISCONSIN PARTS CO. Oshkosh, Wis.

THIS TABLE, BROUGHT UP TO DATE, RUNS EVERY FRIDAY IN THE AUTOMOTIVE DAILY NEWS

COMPLETE DECEMBER, 1928, NEW COMMERCIAL CAR REGISTRATIONS

Figures in this table are from R. L. Polk & Co. of Detroit with the exception of Illinois, which are supplied by the Robinson Advertising Service of Springfield, Ill., and New Jersey, which are furnished by the New Jersey Motor List Company, New Car Division, Trenton, N. J. Readers desiring county, city or town lists or lists of owners in any given section may obtain these by addressing any of these three companies.

States	Autcar	Brockway	Chevrolet	Dia-Mond-T	Fargo	Federal	Ford	G. M. C.	Graham	Indiana	International	Mack	Pierce-Arrow	Relay	Reo	Republic	Rugby	Ruggles	Sterling	Stewart	Studebaker	Whippet	White	Willys-Knight	Yellow	Miscellaneous	Totals	States
Alabama			131			6	121	11	21		36	3			3							1				2	335	Ala.
Arizona			8				38	6	21		12		6	4	2		1				2		2				102	Ariz.
Arkansas			16			1	16	2	1		6				1												43	Ark.
California	6		31	2	3	12	722	63	165		24	19	1		78	1	8		19	4	11	3	21	1		56	1250	Cal.
Colorado			10				26	6	9		6				3							1				1	62	Col.
Connecticut	4	2	25	3	3	2	106	26	46		12	19	3	1	27		1			4	4	6	9			6	309	Conn.
Delaware			4				33	3	4		7		1		1		1					2	2				58	Del.
Florida			56		1	1	171	5	14	5	9	5			4								3	1			275	Fla.
Georgia			27				36	1	5		1											2	6				78	Ga.
Idaho			8				23	3	3		2				1							1	2				43	Idaho
Illinois	2		43	44	2	5	350	19	56	1	58	17			18				2	2		5	29			26	679	Ill.
Indiana	1		152	3	2	2	306	29	42	18	59			1	25		2			7	1	5	1	2		7	665	Ind.
Iowa			43	1	4	5	256	27	58	2	109				23		4			1			3	3		3	542	Iowa
Kansas			15	1			35	2	7		5				5												70	Kan.
Kentucky			59	3	3	1	122	16	27	1	29	1		4	13						4		6			6	295	Ky.
Louisiana			10			1	126	7	12		20	2			6												184	La.
Maine			5				13	1	1		2	1			2		1				2						28	Maine
Maryland	8		27	7		5	147	18	17	1	15	28		1	12	1			2	1	2	3	15	1		9	320	Md.
Mass.	14	6	24	3	1	4	314	46	52		36	39	2		40				2	4	3	1	14			4	609	Mass.
Michigan	7	2	138	*7	18	26	889	65	95		74	16	1		76	3	2	1		1	8	8	3	5	2	39	1486	Mich.
Minnesota			42			4	184	8	15		33	2			9		2				2	1	4			1	307	Minn.
Mississippi			3				52		5		18											3					81	Miss
Missouri	1		37	3	2	1	174	28	33	1	34				13		1				1	4	3			4	348	Mo.
Montana			25				9	2	7		12				1							1					57	Mont.
Nebraska			55				74	11	13	3	40	1			4												201	Neb.
Nevada							1		2																		3	Nev.
New Hamp.			5				14	3			3	2			2						1	1					31	N. H.
New Jersey	24	12	93	10		15	361	71	124		42	66	6	2	80				13	8			34			40	1001	N. J.
New Mex.			33				17	1	9	1	8						1					1					71	N. M.
New York	18	67	88	28	8	14	476	68	144	1	58	58	5	5	53	2	3		8	21	5	5	28	3		100	1266	N. Y.
North Car.	1		77		1	1	126	5	20	1	5				4					3	1	5	3			5	258	N. C.
North Dak.			40				11	4	4		24				2		3									1	89	N. D.
Ohio	10	1	379	23	16	19	724	88	155	24	154	31	2	5	69	2	8		2	5	9	25	45	13		75	1884	Ohio
Oklahoma			50	3	3	3	370	16	76		58	10		1	6						4	21	4			3	628	Okla.
Oregon			2		1		38	5	9		6				1							1	6			5	74	Ore.
Penn.	57	44	207	25	15	21	789	123	218	2	145	63	2	16	94	7	10		21	25	17	18	48	4		68	2039	Penn.
Rhode Isl.		1	8	1	3	3	43	11	17		5	2			11					2	1		1	1			110	R. I.
S. Carolina			32			1	60		7		2	1			1							2					106	S. C.
S. Dakota			15				25	4	4		11				1		2					2					64	S. D.
Tennessee			11		1	1	30	4	12		3				2	1					2						67	Tenn.
Texas	9		167		2	2	439	33	83	4	81	25			35	1	4			2	4	4	7	1		5	908	Tex.
Utah			3				21	4	6		2				1		1										38	Utah
Vermont							19	4	7						1						2						33	Vt.
Virginia	1	1	67	1	2	3	241	24	35	2	24	6		1	6	7				1	1	2	8			7	440	Va.
Washington			8			2	56	6	8		8	3		1	3		3						3	1		9	111	Wash.
West Va.			34	2	1	1	119	12	39	4	32	1		1	13		1	1		4	2		2	1		4	274	W. Va.
Wisconsin			46	6	7	4	253	15	26		23	4			12		2		1	1	4	2				10	416	Wis.
Wyoming			11				18	5	13		15				1		1										64	Wyo.
D. of Col.			4	4			21	7	1						1											4	42	D. C.
1928 Totals	163	136	2374	180	99	166	8615	918	1748	71	1368	425	29	43	766	25	62	2	70	96	93	136	312	37	2	500	18436	Tls, '28
1927 Totals	74	89	4129	61		175	864	664	2343	48	956	309		*18	633	63		9	22	97			415		42	1106	12117	Tls, '27
1926 Totals	110	133	3272	106		279	7625	169	2631	31	928	402		*27	648	59		10	48	116			480		123	997	18187	Tls. '26

Footnote: *Garford at that time. Acme, Pontiac, Selden included in the Miscellaneous.

How Shop Equipment

AN INVESTIGATION OF IMPORTA

89% of the dealer circulation of Automotive Daily News decides or influences the purchase of shop equipment.

The influence of the automobile deal parts and shop equipment.

The automobile dealer himself either purchases sulting the service manager or else he calls the percentage of the cases is the dealer's influenc
A car owner who takes his car into a shop to h parts, brake lining or other material that the sh of a dealer's establishment the owner of the dea of brake lining and parts to be used in the servic
Automotive Daily News reaches those men; he of replacement parts including brake lining.
Automotive Daily News is further of value in th factory executives.
In addition to reaching the men who do the pur the boss' copy of Automotive Daily News.

1000 of These Were Mailed → **26.4% REPLIED* As Follows**

Automotive Daily News
New York City

EDITORIAL HEADQUARTERS
850 HUDSON STREET
ALEXANDER JOHNSTON
EDITOR

BUSINESS OFFICES
GRAYBAR BUILDING
H. A. TARANTOUS
BUSINESS MANAGER

February 26, 1929.

Gentlemen:

I wonder if you will be good enough to let me know the man in your organization who is responsible for the purchase of the shop equipment in your service station.

Are you, as a subscriber for Automotive Daily News, consulted in this purchase, or does your service manager select the equipment and decide without consulting you?

If you check the questions below and return this letter in the enclosed stamped envelope, I will appreciate it very much.

Cordially yours,

H.A.Tarantous,
Business Manager.

Which of these ways is shop equipment bought for your establishment?

I alone select and purchase shop equipment ☐

I select and purchase the shop equipment after consulting with the service manager. ☐

I leave the selection and purchase entirely to my service manager ☐

(do
I (do not route Automotive Daily News to my service manager. ☐

Your signature, please_____

Automotive Daily News averages six readers per copy. Thirty-two per cent. of the service managers read the boss's copy

ANSWERS ON SHOP EQUIPMENT

	Answers	Per Cent.
I alone select and purchase shop equipment	34	12.9
I alone select and purchase shop equipment and I do route Automotive Daily News to my service manager	17	6.4
I alone select and purchase shop equipment and I do not route Automotive Daily News to my service manager.	6	2.3
I select and purchase the shop equipment after consulting with the service manager	59	22.3
I select and purchase the shop equipment after consulting with the service manager, and I do route Automotive Daily News to my service manager	52	19.7
I select and purchase the shop equipment after consulting with the service manager, and I do not route Automotive Daily News to my service manager	59	22.4
I leave the selection and purchase entirely to my service manager	14	5.3
I leave the selection and purchase entirely to my service manager, and I do route Automotive Daily News to my service manager	8	3.0
I leave the selection and purchase entirely to my service manager, and I do not route Automotive Daily News to my service manager	15	5.7

The above analysis shows that Automotive Daily News is a useful advertising medium in the sale of shop equipment in 89% of the cases, because the paper is read by the dealer, his service manager, or both.

**Exceptionally high returns. Origin*

AUTOMOTIVE DA

A $12 Per Year Publication Read

and Parts Are Bought

NCE TO EVERY MANUFACTURER

r is essential in the sale of replacement

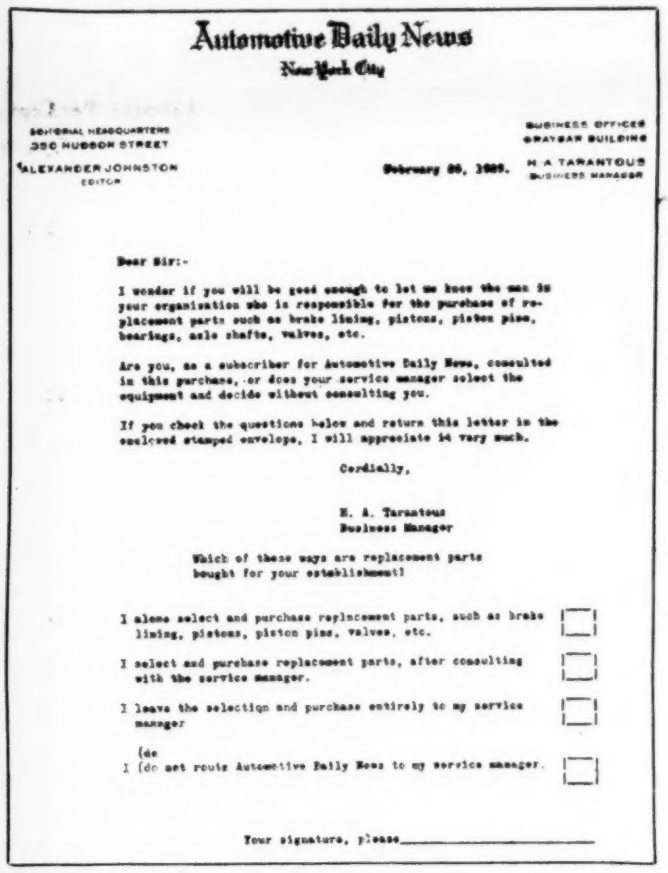
eplacement parts and shop equipment without con-
ervice manager into conference. In only a small
not needed.
ve work done will nine times out of ten use the
p has for sale. Where the service station is part
rship is the man who must be influenced in the sale
station.
ds of establishments who do the actual purchasing

it covers the cream of the jobbers and influential

hasing, a large number of service managers read

79.3% of the dealer circulation of Automotive Daily News decides or influences the purchase of replacement parts.

1000 of These Were Mailed → **26.1% REPLIED* As Follows**



Automotive Daily News
New York City

EDITORIAL HEADQUARTERS
350 HUDSON STREET
ALEXANDER JOHNSTON
EDITOR

BUSINESS OFFICES
GRAYBAR BUILDING
H. A. TARANTOUS
BUSINESS MANAGER

February 26, 1929.

Dear Sir:-

I wonder if you will be good enough to let me know the man in your organization who is responsible for the purchase of replacement parts such as brake lining, pistons, piston pins, bearings, axle shafts, valves, etc.

Are you, as a subscriber for Automotive Daily News, consulted in this purchase, or does your service manager select the equipment and decide without consulting you.

If you check the questions below and return this letter in the enclosed stamped envelope, I will appreciate it very much.

Cordially,

H. A. Tarantous
Business Manager

Which of these ways are replacement parts bought for your establishment?

I alone select and purchase replacement parts, such as brake lining, pistons, piston pins, valves, etc. [ ]

I select and purchase replacement parts, after consulting with the service manager. [ ]

I leave the selection and purchase entirely to my service manager [ ]

(do
I (do not route Automotive Daily News to my service manager. [ ]

Your signature, please_____

The high class jobber and a large number of his customers will see your advertisements in Automotive Daily News

ANSWERS ON REPLACEMENT PARTS

	Answers	Per Cent.
I alone select and purchase replacement parts, such as brake lining, pistons, piston pins, valves, etc	45	17.2
I alone select and purchase replacement parts, such as brake lining, pistons, piston pins, valves, etc., and I do route Automotive Daily News to my service manager	29	11.1
I alone select and purchase replacement parts, such as brake lining, pistons, piston pins, valves, etc., and I do not route Automotive Daily News to my service manager	29	11.1
I select and purchase replacement parts, after consulting with the service manager	24	9.2
I select and purchase replacement parts, after consulting with the service manager, and I do route Automotive Daily News to my service manager	40	15.3
I select and purchase replacement parts, after consulting with the service manager, and I do not route Automotive Daily news to my service manager	19	7.3
I leave the selection and purchase entirely to my service manager	23	8.8
I leave the selection and purchase entirely to my service manager, and I do route Automotive Daily News to my service manager	21	8.1
I leave the selection and purchase entirely to my service manager, and I do not route Automotive Daily News to my service manager	31	11.9

The above analysis shows that in 79.3% of the cases Automotive Daily News is a useful advertising medium in the sale of replacement parts because the paper is read by the dealer, the service manager, or both.

** of all returns available to any one.*

LY NEWS

GRAYBAR BUILDING NEW YORK CITY

y Manufacturers—Dealers—Jobbers

MAJOR SPECIFICATIONS AND MECHANICAL DETAILS OF

Make and Model	Capacity—Tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Am. La France Chief	2-2½	2850	Own	6	3¾x5	33.7	F P	Zen	Vac	Rem	Own	C	4	Own	Wo	51.2	4	R	156	5600	32x6	32x6 D
**Am. La France W	3-4	3950	Own 2 R	4	4¼x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	D R	47.4	D	R	160	7200	S 36x5	S 36x5 D
Am. La France S	4-4½	5200	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	54.4	D	R	165	8900	S 36x6	S 36x6 D
Am. La France V	5	5500	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	54.4	D	R	165	9800	S 36x6	S 40x6 D
Am. La France Z	6½	5750	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	63.5	D	R	165	10000	S 36x7	S 40x7 D
Am. La France U	7½	6000	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	—	63.5	D	R	165	10500	S 36x7	S 40x8 D
Am. La France 14 R	5	6000	Own 14 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	D R	34.3	D	R	226	9100	40x8	40x8 D
Am. La France 16 R	5	6500	Own 16 R	6	4½x6	105	P&S	Zen	Vac	A B	Own	C	4	Own	D R	32.8	4	R	226	10400	40x8	40x8 D
Autocar S A	1½	2700	Own	6	3¾x4½	33.8	Po	Zen	Vac	L-N	Br-L 35	U	4	Own S A	Sp	27.9	4	R	156	3900	32x6	32x6
Autocar S D	2	3000	Own	6	3¾x4½	33.8	Pb	Zen	Vac	L-N	Br-L 35	U	4	Own S D	D R	33.9	4	R	150	4850	32x6	32x6 D
†Autocar H	3	3750	Own	4	4½x5½	32.4	C S	Str	Vac	A B	Own T	U	4	Own H	D R	47.8	R	R	114	5800	34x5 S	36x10 S
†Autocar S H	3	4000	Own	6	4⅛x4¾	40.8	Pb	Str	Vac	R B	Own T	U	4	Own H	D R	47.8	R	R	114	5800	34x5 S	36x10 S
Autocar T	3	5000	Own	6	4⅜x4¾	45.9	Pb	Str	Vac	R B	Own T	U	4	Own T	D R	40.7	R	R	187	7100	36x8	36x8 D
†Autocar H S	3½	4100	Own	4	4½x4¾	32.4	C S	Str	Vac	A B	Own T	U	4	Own J	D R	55.2	R	R	114	6900	34x6 S	36x12 S
†Autocar S H S	3½	4400	Own	6	4⅜x5½	45.9	Pb	Str	Vac	R B	Own T	U	4	Own J	D R	55.2	R	R	114	7000	34x6 S	36x12 S
Autocar T S	3½	5350	Own	6	4⅜x4¾	45.9	Pb	Str	Vac	R B	Own T	U	4	Own J	D R	46.5	R	R	187	7100	36x8	36x8 D
Autocar S C M	5	5000	Own	6	4½x4¾	48.6	Pb	Str	Vac	R B	Own R	C	4	Own M	D R	72.1	R	R	162	8600	34x7 S	36x14 S
Brockway Junior	1	1195	Wis C	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.27	4W	Tr	130	3100	30x5	30x5
Brockway J F	1	1195	Wis F	6	3¼x4¼	25.4	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.3	4W	Tr	137	3450	30x5	30x5
Brockway C J B F	1½	1475	Wis F	4	3¼x4¼	25.4	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 54030	Sp	21.3	4W	Tr	149	3650	32x6	32x6
Brockway E	1½	1765	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 30	U	3	Col 55001	Sp	21.0	4W	Tr	139½	3650	32x6	32x6
Brockway E N	1½	1965	Wis N	6	3½x4¼	29.4	Pb	Zen	Vac	Aut	Br-L 35	U	4	Col 55001	Sp	31.3	4W	Tr	155⅜	4400	32x6	32x6
Brockway S	2	2450	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	D R	38.79	R	Tr	150¼	5100	S 34x4	S 34x8
Brockway S Y	2	2950	Wis Y	6	3¾x5	27.3	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	D R	35.3	4W	Tr	151¾	4950	32x6	34x7
Brockway K*	3	3300	Con K	4	4⅛x5¼	27.2	Pw	Zen	Vac	Eis	Br-L 35	C	4	Tim 65600 D	Wo	41.5	R	R	154⅛	5855	S 36x5	S 36x10
Brockway K R	3	3625	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 65700 S	Wo	36.38	R	D	160⅝	6290	S 36x5	S 36x10
Brockway K W	3	3950	Wis H	6	4 x5	38.2	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 68300	D R	33.7	R	D	170	6920	34x7	D 34x7
Brockway R*	4	4200	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 66600	Wo	46.8	R	R	164	7890	S 36x5	S 36x12
Brockway T	5-7	5200	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 68700	Wo	53.5	R	D	175	10065	S 36x6	S 40x14
Chevrolet	½	400	Own	6	3⅛x3¾	—	Pb	Car	P	Rem	Own	U	3	Own	Sp	13.87	4	R	107	1695	30x4.50	30x4.50
Chevrolet	1½	545	Own	6	3⅛x3¾	—	Pb	Car	P	Rem	Own	U	4	Own	Sp	33.47	4	R	131	2170	30x5	30x5
Commerce 20 Y	1	1600	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	—	142	3900	B 30x5	B 30x5
Commerce S 11 Y	1½	1900	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	—	162	4300	B 30x5	D B 30x5
Commerce 30 Z	1½	2900	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	—	168	4700	B 34x5	D B 34x5
Commerce 40 Z	2	3210	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	—	168	4900	B 36x6	D B 36x6
Commerce 50 Z	2½	4415	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	—	175	7000	S 36x5	S 36x10
Commerce 60 Z	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	—	175	7100	S 36x5	S 36x12
Commerce 70 Z	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	—	175	8200	S 36x6	S 36x12
Commerce 80 Z	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	—	175	8400	S 36x6	S 36x14
Day Elder M F	1¼	1345	Con 16-C	6	3⅛x4⅝	27.3	Pb	Zen	Vac	Rem	Ful DU-10	U	3	Tim 52000-H	Sp	25.01	R	R	131	3100	30x5	30x5
Day Elder G F	1½	2050	Con 16-C	6	3⅛x4⅝	27.3	Pb	Zen	Vac	Rem	Ful DU-10	U	3	Tim 5622-H	Sp	29.30	R	R	156	3900	30x5	32x6
Day Elder H F	2	2500	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Ful KU-10	U	4	Tim 63702-H	Wo	49.79	R	R	156	4400	S 34x4	S 34x7
Day Elder H B F	2	2500	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Ful KU-10	U	4	Tim 5622-H	Sp	44.39	R	R	156	4400	32x6	34x7
Day Elder J F	3	3725	Buda DW6	6	3¾x5	33.7	Pb	Zen	Vac	Rem	Ful GU-12	U	4	Tim 65000-H	Wo	37.20	R	R	156	6500	36x6	36x6 D
Day Elder K-6	4	4475	Bud B A 6	6	4⅛x5⅛	40.8	Pb	Zen	Vac	Rem	Ful R	C	4	Tim 66702-D	Wo	49.60	R	R	170	8500	S 36x5	S 36x12
Day Elder L	5-6	5100	Bud B B U	4	5 x6½	40.0	Pb	Zen	Vac	Eis	Ful H	C	4	Tim 67700-D	Wo	64.60	R	R	170	10000	S 36x6	S 40x7 D
Day Elder 30 A	30 Pas	5400	Bud B A 6	6	4⅛x5⅛	40.8	Pb	Zen	Vac	L-N	Br-L 55	U	4	Tim 65711-D	Wo	36.11	R	R	220	7300	36x6	36x6 D
Diamond T 151	1	1095	Con 18 E	6	3⅜x4	27.3	Pb	Zen	Gra	Aut	Cov	U	3	Col	Sp	—	4	D	132	3200	30x5	32x6 D
Diamond T 299	1½	1475	Her W X A	6	3⅜x4½	27.3	Pb	Zen	Gra	Aut	Cov	U	4	Col	Sp	—	4	D	156¼	4160	30x5	30x5 D
Diamond T 302	2	1650	Her W X B	6	3⅜x4½	33.8	Pb	Zen	Gra	Aut	Cov	U	4	Tim	Sp	—	4	D	157¾	4600	32x6	32x6 D
Diamond T 550	2½	2195	Her W X C	6	4 x4½	38.4	Pb	Zen	Gra	Aut	Cov	U	4	Tim	Sp	—	4	D	165	5400	32x6	32x6 D
Dodge Bros.	½	665	Own	6	3⅛x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	15.2	4	D	110	1965	29x5.00 B	29x5.00 B
Dodge Bros.	¾	775	Own	6	3⅛x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	17.4	4	D	120	2510	31x5.25 B	31x5.25 B
Dodge Bros.	1	995	Own	6	3⅛x3⅞	27.3	Pb	Stw	Vac	N E	W-G	U	4	Own	Sp	23.8	4	D	130	2920	30x5	30x5
Dodge Bros.	1	1065	Own	6	3⅛x3⅞	27.3	Pb	Stw	Vac	N E	W-G	U	4	Own	Sp	23.8	4	D	140	2955	30x5	30x5
Dodge Bros.	1½	1345	Own	6	3⅛x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	150	3695	32x6	32x6
Dodge Bros.	1½	1415	Own	6	3⅛x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	165	3810	32x6	32x6
Dodge Bros.	2	1445	Own	6	3⅛x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	114	3725	32x6	34x7
Dodge Bros.	16 Pas	1890	Own	6	3⅛x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	165	4045	32x6	34x7
Dodge Bros.	21 Pas	1820	Own	6	3⅛x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	165	4205	32x6	34x7
Dodge Bros.	2	1545	Own	6	3⅛x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	150	3930	32x6	34x7
Dodge Bros.	2	1615	Own	6	3⅛x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	165	4070	32x6	34x7
Dodge Bros	3	1745	Own	6	3⅛x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	46.3	4	D	135	4225	32x6	32x6 D
Dodge Bros.	3	1775	Own	6	3⅛x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	46.3	4	D	165	4520	32x6	32x6 D
Dodge Bros.	3	1845	Own	6	3⅛x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	46.3	4	D	185	4715	32x6	32x6 D
Durant Com. Chassis	½	495	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	16.16	4	4	107	1670	28x4.75	28x4.75
Fargo Packet	½	545	Own	4	3⅜x4⅛	21.0	Pb	Car	Vac	Rem	Own	U	3	Own	Sp	14.29	4	Tr	...	1835	4.75x20	4.75x20
Fargo Clipper	¾	725	Own	6	3⅛x4¼	23.4	Pb	Str	Vac	Rem	Own	U	3	Own	Sp	14.29	4	Tr	...	2325	5.50x18	5.50x18
Ford A A	1½	540	Own	4	3⅞x4¼	24.0	P&S	Zen	Gra	Own	Own	U	3	Own	Wo	*15.95	4	4	131½	2250	30x5	32x6
F. W. D.—H	2	3300	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Cotta	C	4	Own	St	38.1	4	R	121	5300	34x7	34x7
F. W. D.—B	3	4200	Own	4	4⅜x5½	36.1	Pb	Str	Gra	Eis	Own	C	3	Own	St	35.6	4	R	124	6460	36x6 S	36x6 S
F. W. D.—B-5	3	4525	Own	4	4⅜x5½	36.1	Pb	Str	Gra	Eis	Own	C	5	Own	St	88.6	4	R	132	6800	36x6 S	36x6 S
F. W. D.—U 6	3½	4575	Wak	6	4 x4¾	38.6	Pb	Zen	Vac	A B	Own	C	5	Own	St	88.6	4	R	148	7200	36x6 S	36x6 S
F. W. D.—M	3½-5	5000	Wak	6	4¼x4¾	43.3	Pb	Zen	Gra	Eis	Own	C	5	Own	St	88.6	4	R	132	7600	36x8 S	36x10 S
F. W. D.—M F	3½-5	5000	Wak	6	4¼x4¾	43.3	Pb	Zen	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7775	36x8 S	36x10 S
F. W. D.—H T	2	3900	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Br-L	C	7	Own	St	84.7	4	R	120	6000	36x8	36x8
F. W. D.—B T	3	4742	Own	4	4⅜x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	101.0	4	R	133¾	7700	40x7 S	40x5 S D
F. W. D.—U 4	3	4575	Own	4	4⅜x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7000	36x6 S	36x6 S
F. W. D.—X 6	6	6500	Wak	6	4¼x4¾	43.3	Pb	Zen	Vac	A B	Own	C	5	Own	St	88.6	4	4	170	9500	36x8	36x8
Garford 20 Y	1	1600	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	—	142	3900	B 30x5	B 30x5
Garford S 11 Y	1½	1900	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	—	162	4300	B 30x5	D B 30x5
Garford 30 Z	1½	2990	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	—	168	4700	B 34x5	D B 34x5
Garford 40 Z	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	—	168	4900	B 36x6	D B 36x6
Garford 50 Z	2½	4419	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	—	175	7000	S 36x5	S 36x10
Garford 60 Z	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	—	175	7100	S 36x5	S 36x12
Garford 70 Z	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	—	175	8200	S 36x6	S 36x12
Garford 80 Z	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	—	175	8400	S 36x6	S 36x14
Gramm Imp. Jr.	*9000	3785	——	6	4⅜x4¾	45.9	Pb	Zen	Vac	L-N	—	U	4	—	D R	—	4	R	210	6800	34x7	34x7 D
Gramm Imp. Sr.	*13000	4985	——	6	4¾x5¾	54.1	Pb	Zen	Vac	L-N	—	U	4	—	D R	—	4	R	236	9400	36x8	36x8 D
Gramm 263-N	1-1¼	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1002	Sp	21.3	4	R	133	3485	30x5	32x6
Gramm 363-N	1½	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1002	Sp	21.3	4	R	133	3485	30x5	32x6
Gramm 463-N	2	1885	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1504	Sp	25.3	4	R	133	3800	32x6	34x7
Gramm 564-N	2½	2940	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Gra	Aut	Ful G U	U	3	Wis 6617	D R	25.4	4	R	133	4800	32x6	32x6 D
Gramm 35	3	4160	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	4	R	153	7100	36x5 S	36x10 S
Gramm 35	3	4160	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	4	R	153	7100	36x5 S	36x10 S
Gramm 38—Low Bed	3	4160	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	C	8	Wis 67310	D R	33.1	4	R	153	7100	36x5 S	36x10 S
Gramm 45	4	4735	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	4	R	150	7600	36x5 S	36x12 S
Gramm 45	4	4735	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	4	R	153	7600	36x5 S	36x12 S
Gramm 48—Low Bed	4	4735	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	4	Wis 1250	D R	34.2	4	R	133	7600	36x5 S	36x12 S
Gramm 60	5	5370	Her G	4	4¾x5¾	36.1	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	4	R	153	8700	36x6 S	36x14 S
Gramm 60	5	5370	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	8	Wis 1700	D R	133.4	4	R	153	8700	36x6 S	36x14 S
GMC T 11	*3800	625	Pontiac	6	3⅛x3¾	26.3	Pb	Mar	P	Rem	Own	U	3	Own	Sp	14.7	4	D	109⅜	1980	19.5.00 B	19x5.50 B
GMC T 19 (2003)	*6000	895	Pontiac	6	3⅛x3¾	26.3	Pb	Mar	P	Rem	Own	U	4	Tim 5261 Bx	Sp	34.1	4	D	127¾	2925	20x5.50 B	32x6
*GMC T 30A (3003)	*8000	1395	Buick Std	6	3⅜x4⅝	26.3	Pb	Mar	P	Rem	Own	U	4	Eat 1606	Sp	28.6	4	D	136	4075	20x6.00 B	34x7
*GMC T 42A (4003)	*10000	1685	Buick Std	6	3⅜x4⅝	26.3	Pb	Mar	P	Rem	Own	U	4	Own	Sp	33.4	4	D	136	4510	20x7.00 B	36x8
†*GMC T 60A (5003)	*14500	2800	Buick Mst	6	3⅝x5	31.5	Pb	Mar	P	Rem	Own	U	4	Tim 65706 N	Wo	44.8	4	D	140	6080	32x6	32x6 D
*GMC K 102A (6001)	*28000	4250	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 67600	Wo	86.3	R	R	160	9520	36x6 S	40x14 S
*Hahn 24	1	1345	Her O	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1002	Sp	—	R	R	138	3100	30x5	30x5
*Hahn 34	1½	2080	Her O	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1504	Sp	—	R	R	150	3750	32x6	32x6
*Hahn 44	2	2250	Her O	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1504	Sp	—	R	R	150	4100	32x6	34x7
Hahn 465	2	2740	Con 6 B	6	3⅜x5	33.5	Pb	Zen	Vac	Aut	Br-L 35	U	4	Eat 1504	Sp	—	R	R	160½	4300	32x6	34x7
Hahn 54	2½	3300	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	R B	Br-L 51	U	4	Tim 65000	Wo	—	R	R	144	5600	36x4 S	36x8 S
†Hahn 56	2½	3440	Con 6 B	6	3⅜x5	33.8	Pb	Zen	Vac	Rem	Br-L 51	U	4	Eat 2252	Sp	—	R	D	160	5300	32x6	32x6 D

*See special notations. †See special notations.

1929 COMMERCIAL CARS BUILT IN THE UNITED STATES

Make and Model	Capacity—tons	Chassis price *	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Standard Tire Sizes Rear
Hahn L	3	3600	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	R B	Br-L 51	U	4	Tim 65704	Sp	—	R	R	149	5900	36x5 S	36x5 S D
Hahn 76	3½	4790	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Vac	L-N	Br-L 51	U	4	Tim 65704	Wo	—	R	R	196	6500	34x7	34x7 D
Hahn M	4	4250	Her G	4	4¾x5¾	36.5	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	160	7600	36x5 S	36x12 S
Hahn R	5	5100	Her G	4	4¾x5¾	36.5	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	162	8800	36x6 S	40x6 S D
Hahn N	6	5200	Her G	4	4¾x5¾	36.4	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	162	9200	36x6 S	40x6 S D
Hahn K B L	25 Pas	4300	Her W X C	6	4 x4½	38.4	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 67310	D R	—	R	R	204	5600	32x6	32x6 D
Hahn K B H	29 Pas	5000	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 67310	D R	—	R	R	220	6400	34x7	34x7 D
Hahn L B	33 Pas	6000	Con 15 H	6	4½x5¾	48.6	Pb	Zen	Vac	L-N	Br-L 60	U	4	Wis 1251 K	D R	—	R	R	247	9000	38x7	38x7 D
Indiana 200	1	1195	Wis F	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36000	Sp	20 71	4	Tr	137	3400	30x5	32x6
Indiana 300	1½	1475	Wis F	6	3¼x5¼	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 54030	Sp	21.26	4	Tr	149	3650	30x5	32x6
Indiana 111 X	2	1850	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 504	Sp	36.60	R	Tr	120	3830	32x6	32x6 D
Indiana 400	2	2495	Wis Y	6	3⅜x5	27.3	Pb	Str	Vac	Aut	Br-L 35	U	4	Cla B 506	Sp	30.33	4	Tr	157	4800	32x6	34x7
Indiana 115 A	2½	2740	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	42.80	R	Tr	132	5000	32x6	34x7 D
Indiana 615 A	2½	3070	Wisc Y	6	3⅜x5	27.3	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	30.33	R	Tr	136	5190	32x6	34x7 D
Indiana 126	3	3495	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 557	C	7	Tim 65704	Wo	80.7	R	Js	162½	7400	36x5	36x10 S
Indiana 127	3	3190	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 720	Sp	41.72	R	R	141	6490	32x6	34x7 D
Indiana 626	3	4185	Wis H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 55	C	7	Tim 65074	Wo	80.7	R	Js	163½	7625	36x6 S	36x10 S
Indiana 627	3	3725	Wis H	6	4 x5	38.4	Pb	Str	Vac	Aut	Br-L 55	U	4	Cla B 720	Sp	42 80	R	R	162½	6500	36x5 S	36x10 S
Indiana 628	3	4355	Wis H	6	4 x5	38.4	Pb	Str	Vac	Aut	Br-L 55	U	4	Cla B 720	Sp	37.45	R	R	216¼	6585	34x7	34x7 D
Indiana 127 A	3	3375	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 720	Sp	41.72	R	R	141	6800	32x6	34x7 D
Indiana 627 A	3	3690	Wisc H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 70	Sp	41.72	R	R	147	6800	32x6	34x7 D
Indiana 138	4	4380	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	162½	7850	36x5	36x12 S
Indiana 638	4	4955	Wisc H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	163½	8100	36x5	36x12 S
Indiana 41	5	5460	Her G	4	4¾x5¾	36.1	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	95.0	R	R	172	9600	36x6	40x12 S
Int. Harvester Sp. Del.	¾	720	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	Rem	Mec	U	3	Eat 302 R	Sp	15.1	4	4	125	2200	30x5.25	30x5.25
Int. Harv. 6 Spd. Spec.	1	820	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	Rem	Mec	U	3	Eat 1124	Sp	*52.6	4	4	125	2430	30x5	30x5
Int. Harvester S-24	1¼	1160	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3200	32x4½	30x5
Int. Harvester S-16	1¼	1310	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3250	32x4½	30x5
Int. Harvester SF-34	1½	1450	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3520	30x5	32x6
Int. Harvester SF-36	1½	1600	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3570	30x5	32x6
Int. Harvester SD-44	2	1590	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40 6	4	4	117	3700	30x5	32x6
Int. Harvester SD-46	2	1740	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40 6	4	4	117	3750	30x5	32x6
Int. Harvester SF-46	2	1950	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	4	Eat 2002	Sp	40 6	4	4	140	4000	32x6	34x7
Int. Harvester 54-C	2½	3200	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 428	Ch	51.8	R	D	140	6400	36x5	36x10
Int. Harvester 54	2½	3550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat 54 65000	D R	53.7	R	D	140	6345	36x5	36x8
Int. Harvester 74-C	3½	4550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 427	Ch	*56.0	R	D	154	8715	36x6	40x12
Int. Harvester 74	3½	4550	Own	4	4¾x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat 74 100000	D R	61.6	R	D	160	8175	36x6	40x12
Int. Harvester 104-C	5	4800	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 427	Ch	86.0	R	D	154	8890	36x6	40x14
Int. Harvester HS-54	2½	3850	H-S 151	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Eat 54 65000	D R	60.5	4	4	*143	8000	36x5	36x8
Int. Harvester HS-54-C	2½	3850	do 151	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Own A M 428	Ch	63.8	4	4	*148	8665	36x5	36x10
Int. Harvester HS-74	3½	4850	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Eat 74 100000	D R	70.5	4	4	*160	10700	36x6	40x12
Int. Harvester HS-74-C	3½	4850	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	79.1	4	4	*160	11000	36x6	40x12
Int. Harv'st'r HS-104-C	5	5500	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	90.5	4	4	*169	11095	36x6	40x14
*Larrabee 20	1	1595	Con 16 C	6	3⅜x4⅜	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Col	Sp	4.15	4	D	132	4140	30x5	30x5
*Larrabee 30	1½	1875	Con 16 C	6	3⅜x4⅜	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Col	Sp	4.15	4	D	161	4550	32x6	32x6
*Larrabee 40	2	2965	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Wisc	D R	5.35	4	D	176	5950	32x6	32x6 D
*Larrabee 50	2½	3285	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Wisc	D R	5.35	4	D	183	6030	32x6	32x6 D
*Larrabee 60	3	3980	Con 18 R	6	4 x4½	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Tim	Wo	5.35	4	D	195	7140	34x7	34x7 D
*Larrabee 70	3½	4600	Con 20 R	6	4⅛x4¾	40.8	Pb	Zen	Gra	Rem	Br-L	C	7	Tim	Wo	9.5	4	D	205	7740	34x7	34x7 D
Mack A B	1½	3000	Own	4	4 x5	25.6	Sp	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	146½	5350	36x4	36x3½ D
Mack A B	1½	3450	Own	4	4 x5	25.6	Sp	Str	Gra	Spf	Own	U	4	Own	D R	36.8	R	D	or	5650	36x4	36x6
Mack A B	2	3300	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	164½	5450	36x4	36x3½ D
Mack A B	2	3750	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	U	4	Own	D R	36.38	R	D	on all	5800	36x4	36x6
Mack A B	2½	3400	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	U	4	Own	Ch	43.02	D	R	these	5500	36x4	36x4 D
Mack A B	3	3850	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	J	4	Own	D R	44.9	R	D	models	5950	36x4	36x8
Mack A C	3½	4950	Own	4	5 x6	40.0	Sp	Str	Gra	Spf	Own	J	4	Own	Ch	48.37	Js	R	156	9100	36x5	40x5, 40x10 S
Mack A C	5	5500	Own	4	5 x6	40.0	Sp	Str	Gra	Spf	Own	J	4	Own	Ch	58.31	Js	R	168 or	9550	36x6	40x6 D
Mack A C	7½	6000	Own	4	5 x6	40.0	Sp	Str	Gra	Spf	Br-L 35	U	4	Own	Ch	67.38	Js	R	180	10050	36x7	40x7 D
Mack B B	1½	3500	Own	4	4¼x5	28.9	P&S	Str	E	N E	Own	U	4	Own	S R	*23.81	4	D	165½	6450	32x6	32x6 D
*Mack A B	1½-2	3000	Own	4	4¼x5	28.9	P&S	Str	Gra	Spf	Own	U	4	Own	Ch	*34.4	R	D	146½	5400	36x4	36x6 S
Mack A B	2½-3	3400	Own	4	4¼x5	28.9	P&S	Str	Gra	Spf	Own	U	4	Own	Ch	*43.9	R	D	146½	5650	36x4	36x8 S
Mack B J	3-4	5800	Own	6	4¼x5	43.3	P&S	Str	E	N E	Own	C	4	Own	D R	*22 40	4	D	168½	8950	36x8	36x8 D
Mack A K	3½-5	4850	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	C	4	Own	D R	*45.3	4	D	162	8900	36x5	36x5 D
Mack A C	3½-5	4950	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*48.4	Js	R	156	9100	36x5	40x10 S
Mack A C	5½-7	5500	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*57.41	Js	R	156	9550	36x6	40x12 S
Mack A C	7½	6000	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*67.1	Js	R	156	10050	36x7	40x14 S
Mack A B Tractor	5-6	3400	Own	4	4¼x5	28.9	P&S	Str	Gra	Spf	Own	U	4	Own	Ch	*51.1	D	R	122½	5700	36x4	36x8 S
Mack A C Tractor	7-10	4950	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*58.00	Js	R	128	9150	34x5	36x5 D
Mack A C Tractor	11-14	5500	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*62.2	Js	R	128	9600	34x6	36x6 D
Mack A C Tractor	15 Pas	6000	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*73.5	Js	R	128	9950	34x7	36x7 D
Mack A B Bus C T	15 Pas	4650	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	D R	—	R	D	196	7200	Opt.	Opt.
Mack A B Bus C T	29 Pas	4750	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	D R	—	R	D	225¼	7300	Opt.	Opt.
**†Mack A B Bus	25 Pas	6195	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	None		—	Own	D R	—	—	—	196	8545	34x7	34x7 D
**†Mack A B Bus	29 Pas	6295	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	None		—	Own	D R	—	—	—	225¼	8545	34x7	34x7 D
Mack A B Parlor Car	25 Pas	4750	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	D R	—	R	D	230½	7340	Opt.	Opt.
Mack A L Bus C T	29 Pas	6500	Own	6	4¼x5	43.3	P&S	Str	E	N E	Own	C	4	Own	D R	—	4	D	233	9000	34x7	34x7 D
Mack A L	29 Pas	6500	Own	6	4¼x5	43.3	P&S	Str	E	N E	Own	C	4	Own	D R	—	4	D	233	9000	34x7	34x7 D
**†Mack A L	29 Pas	8436	Own	6	4¼x5	43.3	P&S	Str	E	N E	None		—	Own	D R	—	—	—	233	11520	34x7	34x7 D
Moreland R R-6	1½-2	1850	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 54000 H	Sp	32 95	4	D	158½	4000	32x6	32x6
Moreland B-6	2-2½	2200	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 63721 H	Wo	34.8	4	D	158½	4500	36x5 S	36x6 S
Moreland E-6	2½-3	3700	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	4	Tim 65000 H	Wo	34.8	*4	D	182	6600	34x7	34x7 D
Moreland Ex. 6	3½-4	3750	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	5	Tim 65704 N	Wo	46.0	*4	D	182	6500	36x4 S	36x8 S
Moreland E D-6	5	4700	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	5	Own	Wo	52.2	*4	D	196	8500	36x8	36x8
Moreland H-6	5	4990	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 55	C	7	Tim 66702 W	Wo	82.3	*R	D	196	8000	36x5 S	36x10 S
Moreland H D S-6	6	5800	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 60	C	7	Own	Wo	81.6	*4	D	221	10500	36x6 S	36x8
Moreland S D-6	10	6950	Her YXC 2	6	4½x4¾	48.6	Pb	Zen	P	Aut	Br-L 60	C	7	Own	Wo	89.0	*4	D	220	11500	36x7 S	36x10 S
Moreland T T-6	10	8600	Con 15-H	6	4½x5¾	48.6	Pw	Str	P	Aut	Br-L 70	C	7	Own	Wo	98.5	*4	D	221	12500	36x7 S	36x10
†Fleet Arrow F A-1	1½-2	2450	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	33.3	4	Tr	140	3950	32x6.00	34x7
*Pierce-Arrow F A-1	1½-2	2450	Own	6	3½x5	29.4	Pw	Str	P F	Del	Own	U	3	Tim	St	21.4	4	Tr	140	4100	32x6	32x6 D
*Pierce-Arrow X A-1	2	3500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	44 2	D	R	150	6750	36x4	36x5 D S
*Pierce-Arrow X B-1	3	3750	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	48.1	D	R	150	6830	36x5	36x5 D S
*Pierce-Arrow H B-1	5	4500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	7	Own	Wo	95.0	D	R	156	8400	36x5	36x6 D S
*†Pierce-Arrow W C-1	4	5100	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	41.5	D	R	162	5890	36x5	36x6 D S
*†Pierce-Arrow R D-1	5	5400	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	40.5	D	R	162	9440	36x6	36x7 D S
*†Pierce-Arrow R F-1	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	D	R	163	10320	36x6	40x8 D S
†Pierce-Arrow R F-T	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	D	R	132	940	36x6	36x8 D S
Relay 20 B	1	1700	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	25.7	4	—	142	4100	B 30x5	B 30x5
Relay S 11 B	1½	1900	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	30.0	4	—	162	4500	B 30x5	D B 30x5
Relay 30 A	1½	2990	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	—	168	5300	B 34x5	D B 34x5
Relay 40 A	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	—	168	5500	B 36x6	D B 36x6
Relay 50 C	2½	4415	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	—	175	7300	B 36x6	S 36x10
Relay 60 C	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	—	175	7450	B 36x6	S 36x12
Relay 70 C	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Cov	C	8	Own	Relay	84.2	R	—	175	8600	B 36x6	S 40x12
Relay 80 C	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Cov	C	8	Own	Relay	84.2	R	—	175	8800	B 36x6	S 40x14
Reo B A	½	895	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	N E	W-G	U	3	Sal	Sp	14.63	4	Tr	115	2290	28x5.25	28x5.25
Reo D A	1	995	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	N E	W-G	U	3	Own	Sp	18.4	4	Tr	123	2755	30x5	30x5
Reo D C	1	1075	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	N E	W-G	U	3	Own	Sp	18.4	4	Tr	138	2850	30x5	30x5
Reo F A	1½	1295	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	137	3525	32x6	32x6
Reo F B	Bus	1455	Own	6	3⅜x5	27.3	Pb	Sch	Vec	Rem	Own	U	4	Own	Sp	22.96	4	Tr	156	3900	32x6.75	36x8.25
Reo F E	1½	1395	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	152	3700	32x6	32x6
Reo F F	1½	1395	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	156	3750	32x6	32x6
Reo F C	2	1595	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	37.62	4	Tr	152	4025	32x6	32x6 D
Reo F D	2	1695	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	37.62	4	Tr	168	4075	32x6	32x6 D
Reo G A	3	2035	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	41.05	4	Tr	163	4625	32x6	32x6 D

* See special notations. † See special notations.

(KEY TO ABBREVIATIONS AND TABLE CONTINUED ON NEXT PAGE)

Major Specifications and Mechanical Details of 1929 Commercial Car Built in the United States

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Reo G B	Bus	2200	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	41.05	4	Tr	179	4850	34x7.50	34x7.50
Reo G C	3	2140	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	41.05	4	Tr	179	4850	32x6	32x6 D
Reo G D	3	1985	Own	6	3⅜x5	27.3	Pb	Sch	Vac	Rem	Own	U	4	Own	Sp	46.2	4	Tr	134	4570	32x6	32x6 D
*Republic 75-4	1¼	1395	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	124	3000	30x5	30x5
*Republic 76-4	1½	1575	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	146	3350	30x5	30x5
Republic 85	2	2095	Lyc C 4	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	25.5	R	R	155	4250	30x5	30x5 D
Republic 88	2	1945	Lyc C 4	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	26.5	R	R	110	3350	30x5	30x5 D
Republic 50	2	2095	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	25.5	R	D	143	4100	30x5	30x5 D
Republic 58	2½	2495	Lyc C 4	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	27.5	R	D	122	4300	32x6	32x6 D
†Republic 60-61	2½	2985	Lyc T F	6	3⅝x5	31.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	22.0	R	D	151	4600	32x6	32x6 D
Republic 65	3	3695	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Eat	D R	36.0	4	D	179	6100	34x7	34x7 D
Republic 15W	2	2545	Wak V	4	4 x5	25.6	Pw	Zen	Vac	A B	Ful	U	3	Eat	Int	28.8	D	R	153	4200	34x4 S	34x7 S
†Republic 25W-25WRB	3	3390	Wak C U	4	4⅜x5¾	30.6	Pb	Zen	Vac	A B	Ful	U	4	Eat	Int	40.3	D	R	165	5800	36x5 S	36x10 S
Republic 30W-30WB	4½	4185	Wak C U	4	4⅜x5¾	30.6	Pb	Zen	Vac	A B	Ful	U	4	Eat	Int	49.2	D	R	156	6700	36x5 S	36x12 S
Rugby Lt. Dely Panel	½	*775	Con	4	3¾x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	14.79	4	4	107	2325f	28x4.75	28x4.75
Rugby Fast Mail Panel	¾	*975	Con	6	2⅞x4¾	19.8	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.79	4	4	110	2600f	29x5	29x5
Rugby Express	1¼	975	Con	6	2¾x4¾	18.2	Pb	Til	Vac	Aut	Own	C	4	Own	Sp	22.4	4	4	128	2530	30x5	30x5
Rugby Mod X	1¼	680	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	24.16	4	4	124	2175	29x5	30x5
Service 20 Y	1	1600	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	—	142	3900	B 30x5	B 30x5
Service S 11 Y	1½	1990	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	—	162	4300	B 30x5	D B 30x5
Service 30 Z	1½	2900	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	—	168	4700	B 34x5	D B 34x5
Service 40 Z	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	—	168	4900	B 36x6	D B 36x6
Service 50 Z	2½	4415	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	—	175	7000	S 36x5	S 36x10
Service 60 Z	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	—	175	7100	S 36x5	S 36x12
Service 70 Z	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	—	175	8200	S 36x6	S 36x12
Service 80 Z	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	—	175	8400	S 36x6	S 36x14
Standard 2½ K	2½-3½	3200	Con K-4	4	4¼x5¼	27.2	Pb	Str	Vac	Aut	Br-L 35	C	4	Tim 65600	Sp Wo	34.8	R	D	147	5400	36x5 S	36x8 S
Standard 3½ K	3½-5	4350	Con L-4	4	4½x5½	32.4	Pb	Str	Vac	Aut	Br-L 55	C	7	Tim 66700	Sp Wo	83.0	R	D	160	7485	36x5 S	36x12 S
Standard 5 K	5-7	5250	Con B-5	4	4¾x6	36.1	Pb	Str	Vac	Aut	Br-L 60	C	7	Tim 68700	Sp Wo	83.6	R	D	164	8700	36x6 S	40x14 S
*Stewart Buddy 21	¾	895	Lyc W S G	6	2⅞x4¾	19.8	Pb	Str	Gra	Rem	W-G	U	3	Sal	Sp	30.0	R	D	118	2694	30x5.50	30x5.50
*Stewart Buddy 21 X	1	995	Lyc W S G	6	2⅞x4¾	19.8	Pb	Str	Vac	Rem	W-G	U	3	Sal	Sp	30.0	4	D	128	2806	30x5	30x5
*Stewart 16	1¼	1295	Lyc C T	4	3¾x5	22.5	Pb	Str	Vac	Rem	Ful	U	3	Cla	Sp	24.0	4	D	130	3326	32x6	32x6
*Stewart 16 X	1¼	1295	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	3	Cla	Sp	24.0	4	D	130	3326	32x6	32x6
*Stewart 24	1½	1645	Lyc C 4 W	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	4	Cla	Sp	27.3	4	D	145	3917	30x5	30x5 D
*Stewart 24 X	1½	1645	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	4	Cla	Sp	27.3	4	D	145	3917	30x5	30x5 D
*Stewart 25	2	1975	Lyc C 4 W	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	4	Tim	Sp	27.3	4	D	145	4088	32x6	35x7
*Stewart 25 X	2	1975	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	4	Tim	Sp	27.3	4	D	145	4088	32x6	32x7
*Stewart 25 W	2	2095	Lyc C 4 W	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	4	Tim	Sp	29.0	4	D	146	4160	32x6	34x7
*Stewart 25 X W	2	2095	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	145	4160	32x6	32x7
Stewart 26 X	2	2190	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Sp	29.0	4	D	145	5020	32x6	32x6 D
Stewart 26 X W	2	2290	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	165	5095	32x6	32x6 D
*Stewart 18 X	2½	2690	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	165	5788	32x6	32x6 D
*Stewart 19 X	3	3490	Lyc F	6	3⅞x5	36.2	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	34.8	4	D	165	6540	36x5	36x10
*Stewart 22 X	4	4200	Lyc F	6	3⅞x5	36.2	Pw	Str	Vac	Rem	Ful	U	12	Tim	Wo	34.8	4	D	165	7990	36x5	36x12
Studebaker G K-N	1	1075	Own	6	3⅜x4⅝	27.3	P C	Str	P	Rem	Own	U	3	Own	Sp	13.7	4	Js	146	2830	30x5	30x5
Studebaker "77" Jr.	*3½	2585	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	3	Eat	Sp	19.8	4	Js	158	4745	20x6.75 B	20x6.75 B
Studebaker "88" Spec.	*3½	2935	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	3	Eat	Sp	19.8	4	Js	184	4745	20x7.50 B	20x7.50
Studebaker "99" H. D.	*4	3485	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	4	Eat	Sp	24.6	4	Js	184	5210	20x7.50 B	20x7.50
Stud. Ersk. Mod. 52-B	½	675	Con 9 F	6	2¾x4½	18.0	P C	Sch	Vac	Rem	W-G	U	3	Tim	Sp	15.6	4	4	109	....	30x5.00	30x5.00
Victor 30	1¼	1595	Con	6	3⅝x4	27.3	Pb	Zen	Vac	Rem	Cov	U	3	Tim	Sp	—	4	D	131	3000	30x5	30x5
Victor 35	1½	1895	Con	6	3⅝x4	27.3	Pb	Zen	Vac	Rem	Cov	U	3	Tim	Sp	—	4	D	144	3200	30x5	30x5 D
Victor 40	2	2195	Her	6	3¾x4½	33.7	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	148	4300	32x6	34x7
Victor 45	2½	2495	Her	6	3¾x4½	33.7	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	148	4500	32x6	32x6 D
Victor 70	3	3495	Her	6	4 x4½	38.4	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	162	5800	34x7	40x8
Victor 75	3½	3895	Her	6	4 x4½	38.4	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	162	6000	34x7	34x7 D
Whippet 96	½	365	Own 96	4	3⅛x4⅜	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	15.84	4	R	100¼	1469	28x4.75	28x4.75
Whippet 96 A	½	365	Own 96 A	4	3¼x4¾	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.75	4	R	103¼	1526	28x4.75	28x4.75
†White 15 B	1	1545	Own G K A	4	3¾x5½	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	Sp	18.6	R	R	133½	3242	30x5	30x5
†White 57	1¼	2725	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	L-N	Own	U	4	Own	Sp	19.3	R	R	146	3774	32x6	32x6
†White 20-A	1½	2125	Own G K A	4	3¾x5½	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	D R	32.1	R	R	145½	4412	34x5	34x5 D P
†White 56	2	3125	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	26.1	R	D	165	5157	36x4 S	36x7 S
†White 51-A	2½	3750	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp	35.5	R	D	170	6256	36x5 S	36x8 S
†White 55	3½	4650	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	I G	50.4	D	R	174	8402	36x5 S	40x5 S D
†White 52-T	3½	4700	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	I G	58.4	D	R	129½	8126	36x5 S	40x5 S D
†White 52	5	5100	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	5	Own	I G	91.9	D	R	174	9184	36x6 S	40x12 S
†*White 58	3	4400	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	I G	49.5	D	A	180	7400	36x5 S	36x5 S D
*†White 50B 25-29 Pas.	—	5350	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp	19.3	R	D	198	6494	34x7	34x7 D
*†White 53 18-21 Pass.	—	4250	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp	18.1	R	D	180	6000	34x7.50B	34x7.50DB
*†White 54 25-29 Pass.	—	7500	Own 1 A 1	6	4⅜x5¾	45.9	Pw	Zen	Aut-P	L-N	Own	U	4	Own	Sp	23.0	4	D	227	7915	38x9.00B	38x9.00DB
White 60	1	1850	Own 2 A	6	3½x4½	29.4	Pw	Zen	Vac	Rem	Own	U	3	Own	Sp	17.5	*4	D	138	3738	30x5	32x6
Willys-Knight 15	1½	1545	Own K G T	6	2⅛x3⅞	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	134	3300	30x5	32x6
Willys-Knight 16	1½	1595	Own K G T	6	2⅛x3⅞	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	151	3400	30x5	32x6
Willys-Knight 20	2	1945	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	150	3800	32x6	34x7
Willys-Knight 21	2	1995	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	164	3900	32x6	34x7
Willys-Knight 25	2½	2545	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R	30.4	4	R	150	4920	32x6	32x6 D
Willys-Knight 26	2½	2595	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R	30.4	4	R	164	5020	32x6	32x6 D

GENERAL NOTATIONS

*†**REFERENCE MARKS** apply to individual lines only and explanations are given under the subdivision for each company in the **"SPECIAL NOTATIONS."**

CAPACITIES given in this table are in tons or fractions of tons. Bus capacities are given in number of passengers. *On GMC Line shows maximum allowable gross weight.

TIRE EQUIPMENT where not otherwise indicated is solid.

WHEEL BASES given are standard, but optional wheel bases are available in many cases.

ENGINE—Bud, Buda; Con, Continental; Her, Hercules; Kgt, Knight; Lyc, Lycoming; Wak, Waukesha; Wis, Wisconsin.

LUBRICATION—Pb, pressure lubrication to main and connecting rod bearings; Pw, full pressure lubrication to all bearings, including wrist-pins; P&S, pressure with splash; CS circulating splash. Sp, Splash.

CARBURETOR—Car, Carter; Hol, Holley; Joh, Johnson; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; Stw, Detroit lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, Gravity; Pre, Pressure; Vac, Vacuum tank; P, Fuel pump Auto-P, Auto pulse; E, Electric pump.

IGNITION—AB, American-Bosch; Aut, Electric Auto-Lite; Apo, Apollo; Del, Dayton Engine Laboratory; Eis, Eisemann; L-N, Leece-Neville; N-E, North East; RB, Robert Bosch; Rem, Delco-Remy; Spf, Splitdorf.

TRANSMISSION—Br L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G Warner Gear.

LOCATION—C, Center, Amid; U, in unit with engine, J, Jackshaft.

REAR AXLE—Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Sal, Salisbury; Tim, Timken; Wis, Wisconsin.

FINAL DRIVE—St, Straight bevel; Sp, Spiral Bevel; Wo, Worm; DR, Double Reduction; Ch, Chain; IG, Internal Gear.

BRAKES—Js, Jackshaft; R, Rear wheels; D, Drive Shaft; 4, Four-wheel; Tr, Transmission; W, Westinghouse air brake.

TIRES—B, Balloon; D, Dual; S, Solid.

SPECIAL NOTES

AMERICAN-LA FRANCE

**On Model W—This model is also available with worm drive axle.

AUTOCAR

†Engines in these models are located under the driver's seat.

DURANT LINE

*Price includes panel body.

G. M. C. LINE

*Capacity given in all cases is maximum allowable total gross weight, including chassis, cab, body and load.

Model T-19 is available in six standard types with different tire and wheel equipment. Each has a specified straight rating capacity. Three types have 127¾-inch wheel base and three have 145¾-inch wheel base.

Model T-30 is built in nine types, varying in capacity, tire and wheel equipment on three wheel bases—136, 152, 164 inches.

Model T-42 is built in twelve types, varying in capacity, tire and wheel equipment on four wheel bases—136, 152, 164, 175 inches.

Model T-60 is built in twelve types, varying in capacity, tire and wheel equipment on four wheel bases—140, 160, 180, 200 inches.

Model K-102 is also built as type 6002 with the same specifications except on 184-inch wheel bases. Price $4,550.

FLEET-ARROW LINE

*Model F. A. 1 is also available as Model F. A. 2, at $2,500 on wheel base of 160 inches, weight 3,975 lbs., and as Model F. A. 3, at $2,550, with seven speed transmission, on 180-inch wheel base weight 3,935 lbs.

HAHN LINE

*Model 24 also available as Model 26, priced $1,495, on 144-inch wheel base, with Buda H. S. engine, 6-cyl. 3⅜x4½ inches rated 27.3 h. p., weight 3,200 lbs.

*Model 34 also available as Model 36, with Buda H. S. 6 engine (described above), weight 3,850 lbs.

*Model 44 also available as Model 46, priced $2,410, on 156-inch wheel base, with Buda H. S. 6 engine, as in Model 26, weight 4,200 lbs.

†Model 56 also available on 171-inch wheel base.

INTERNATIONAL HARVESTER LINE

*Model HS-54 also available in the following wheel bases, 130-inch tractor, 170, 185 and 200-inch.

*Model HS-54-C also available in the following wheel bases, 130-inch tractor, 170, 185 and 200-inch.

†Frame is reinforced with inserted channels in each side rail, extending from dash to rear end.

*Model HS-74 also available in the following wheel bases, 144-inch tractor, 185, 210 and 235-inch.

*Models HS-74-C and HS-104-C also available in the following wheel bases, 146-inch tractor, 185, 210 and 235-inch.

All Model HS heavy-duty International truck models are equipped with built-in vibration dampered clutches.

LARRABEE

*Note—Bevel gear, worm or double reduction drive rear axle available in models 40 and 50. Bevel or double reduction axles available in 30. Worm or double reduction axles in 60 and 70. Three or more wheel bases in each model. All Larrabee models have hydraulic brakes; 40 up have vacuum booster.

MACK LINE

*Model AB, 1½ to 2 ton model, also available with double reduction rear axle; priced $3,450.

*Model AB, 2½ to 3 ton model, also available with double reduction rear axle; priced $3,850.

CT—City type bus.

P—Parlor type bus.

†Gas electric drive.

**Equipped with electric brakes on rear wheels and hand brake on drive shaft.

PIERCE-ARROW LINE

*Model FA1 also available as Model FA2, at $2,500 on 160-inch wheel base, weight 4,150 lbs., and also as Model FA3, at $2,550 on 180-inch wheel base, weight 4,200 lbs.

*Model XA1 also available as Model XA2, at $3,550 on 162-inch wheel base, weight 6,800 lbs.

*Model XB1 is also available as Model XB2, at $3,800 on 180-inch wheel base, weight 6,900 lbs.

*Model HB1 is also available as Model HB2, at $4,550 on 180-inch wheel base, weight 8,500 lbs., and also as Model HB3, at $4,600 on 198-inch wheel base, weight 8,700 lbs.

*Model WC1 is also available as Model WC2, at $5,150 on 180-inch wheel base, weight 8,950 lbs., and also as Model WC3, at $5,250 on 198-inch wheel base, weight 9,050 lbs.

*Model RD1 is also available as Model RD2, at $5,450 on 180-inch wheel base, weight 9,650 lbs., and also as Model RD3, at $5,500 on 198-inch wheel base, weight 9,750 lbs.

*Model RF1 is also available as Model RF2, at $5,650 on 204-inch wheel base, weight 10,500 lbs.

†Seven-speed transmission also available.

REPUBLIC LINE

*Model 75-4, also available as Model 75-6, priced $1,495, on 128-inch wheel base, with Lycoming 4SL engine, 6-cyl. 3¼ by 4½ inches, rated 25.3 h. p., weight 3,150 lbs.

*Model 76-4, also available as Model 76-6, priced $1,675, on 150-inch wheel base, with Lycoming 4SL engine, as in Model 75-6, weight 3,500 lbs.

†Model 60-61, also available with four-wheel brakes, $3,155.

**Model 62, same as 60-61, on 171-inch wheel base, $3,949.

†Model 25W—25WRB available with four wheel brakes.

**Model 66, same as 65, on 200-inch wheel base, $3,750.

**Model 25W, 25WB and 25WBR also available in 3½-ton capacities as Models S25W, S25WB and S25WRB on wheel bases of 165, 156 and 124 inches, priced $3,695.

**Models 35 and 35B also available in 5-ton capacities on wheel bases of 170 and 157 inches, priced $5,145.

**Model 85 also available on Model 86 on 170-inch wheel base price $2,150.

**Model 60-61 also available as Model 61 on 170-inch wheel base.

REO LINE

*Tonner in wheel base, 123, 138; 1¼ in wheel base, 137, 156, 152; 2 in. wheel base, 152, 168, 3 in. wheel base, 163, 179, 124.

STEWART LINE

*Buddy ¾-ton can be equipped with 4 wheel brakes.

*Buddy 1-ton can be supplied in 138-inch wheel base.

*Models 16 and 16X can be supplied in 145-inch and 160-inch wheel base.

*Models 24 and 24X can be supplied in 132 and 160-inch wheel base.

*Models 25, 25W, 25X and 25XW can be supplied with dual 32x6 tires, also 160-inch wheel base.

*Model 26X and 26XW can be supplied in 148 and 190-inch wheel base.

*Model 18X can be supplied in 148 and 190-inch wheel base.

*Models 19X and 22X can be supplied in 148, 172, 190 and 220-inch wheel base.

WHITE LINE

*Bus Model 53 is equipped with Booster Brakes and 50B and 54 with air brakes. Model 58 with air brakes as optional equipment.

Model 60 gross weight capacity, with 32x6 tires, 8,000 lbs.; 34x7.50 balloon tires optional at extra cost.

†Supplied in optional wheel bases.

FORD LINE

*Rear axle ratios of 5.1 to 1 and 7.25 to 1 are also available.

It's in the Air

"The automotive dealer today will be the airplane dealer tomorrow."

AERONAUTICAL INDUSTRIES HOLDS ELECTION OF OFFICERS

New York, March 14.—E. O. McDonnell and O. A. Glazebrook, Jr., of G. M-P. Murphy & Co., James C. Wilson of James C. Wilson & Co., J. Cheever Cowdin of Blair & Co., Inc., A. C. Dickinson of Sikorsky Corporation, J. C. Hunsaker, vice-president of Goodyear Zeppelin Corporation, and Leonard Kennedy, vice-president of Aeroplane and Motor Company, Inc., have been elected directors of Aeronautical Industries, Inc.

SOUTHERN AIR TRANSPORT TO ISSUE 100,000 SHARES

New York, March 14.—An issue of 100,000 shares of no-par capital stock of Southern Air Transport, Inc., is being offered at $14 a share by James C. Wilson & Co., New York and Louisville, and Watson, Williams & Co., New Orleans. The stock is listed on New Orleans Stock Exchange Curb. Application will be made to list the shares on the New York Curb. Through subsidiaries and controlled companies, Southern Air Transport, Inc., will be operating a system comprising over 3,124 miles of air mail lines, serving Texas, Louisiana, Mississippi, Alabama and Georgia.

CENTRAL AIRPORT, INC., MAY OFFER STOCK THIS WEEK

Philadelphia, March 14.—It is understood Janney & Co. and Edward B. Smith & Co. have underwritten 151,250 shares of Central Airport, Inc., owners of the flying field on the outskirts of Camden, which is being developed as a commercial airport to serve Philadelphia and surrounding area. Offering is expected this week.

WRIGHT AERONAUTICAL CORP. PLANS 26 SERVICE STATIONS

New York, March 14.—The Wright Aeronautical Corporation will establish twenty-six service stations at airports throughout the nation for inspecting and reconditioning airplane motors.

ADMIRAL MOFFETT TO REMAIN AS HEAD OF AERONAUTICS

Washington, March 14.—President Hoover has decided to reappoint Rear Admiral William A. Moffett as chief of the Bureau of Aeronautics. Admiral Moffett already has served two four-year terms.

ADAMS & PECK BUY HEAVILY IN WESTERN AIR STOCKS

New York, March 14.—Adams & Peck have purchased a large block of Western Air Express Corporation stock for public offering. This corporation has a capitalization of 107,075 shares of capital stock (all common) of $10 par, the old stock having been split up 25 for 1. Earnings in 1928 were equivalent to $6.73 per share on the new stock.

CURTISS-REID OF CANADA BUILDING NEW FACTORY

New York, March 14.—The Curtiss-Reid Aircraft Company, Ltd., of Canada has started construction of an airplane manufacturing plant with an annual capacity of between 350 and 400 planes. The plant will adjoin the company's airport in Montreal. The company is controlled by Curtiss Aeroplane and Motor Company.

KARI-KEEN AIRCRAFT REPORTS LARGE SALE

Sioux City, Ia., March 14.—The Kari-Keen Aircraft, Inc., has sold twelve planes to the R. O. Lewis Aircraft Company of Los Angeles.

New Accessory Dealers

NEW JERSEY

Atlantic City, March 14.—Giving twenty-four-hour tire service within fifteen miles of Atlantic City on any make of tire, the Lee Tire Sales and Service Company opened salesrooms last week at 3713 Ventnor Ave.

Drive-in service with a twenty-car capacity, rest rooms and modern tire changing and repairing equipment gives this new tire dealership one of the most up to date layouts in the city. It is the distributing point for Lee tires and tubes for towns and cities from Barnegat to Cape May. Although open but a few days, the Lee Tire Sales and Service Company has received the contract from the Automobile Club of Atlantic City for tire patrol service.

FLORIDA

Tampa, March 14.—The Tampa Tire Company, Inc., is the name of a new automobile accessory firm here. The concern has a capital stock of 100 shares, no par value, and is headed by G. A. Duncan, S. J. Malone and J. C. Hiskisoon.

IOWA

Sioux City, March 14.—Hanford's, Inc., has leased the Shenkberg-Moore Realty Company building at 3d and Pierce Streets and will remodel it at a cost of $50,000 for public garage use. The six-story building fronts 100 feet on Pierce and 150 feet on 3d Street. Work of remodeling will start about March 20. The building will have capacity of 600 cars and ramps will be built connecting each floor so that all cars will go to their spaces under their own power.

NEW YORK

Buffalo, March 14.—E. M. Cowdin and Forest Hatfield have formed the New Tire Market Company at Warsaw, a Buffalo suburb, and have opened a tire and accessory business in that community, the formal opening taking place this week.

BUENOS AIRES MANAGER OF STUDEBAKER ON U. S. VISIT

South Bend, Ind., March 14.—E. B. McKinney of Buenos Aires, Argentina, arrived in South Bend today to confer with H. S. Welch, Studebaker manager of export sales. Mr. McKinney is manager of the Studebaker branch in Buenos Aires and supervisor of South American territories, including Argentina, Brazil, Chile, Uruguay, Paraguay, Bolivia, Ecuador and Peru.

THIS TABLE, BROUGHT UP TO DATE, RUNS EVERY FRIDAY IN THE AUTOMOTIVE DAILY NEWS

JANUARY, 1929, NEW COMMERCIAL CAR REGISTRATIONS

Figures in this table are from R. L. Polk & Co. of Detroit, with the exception of Illinois, which are supplied by the Robinson Advertising Service of Springfield, Ill., and New Jersey, which are furnished by the New Jersey Motor List Company, New Car Division, Trenton, N. J. Readers desiring county, city or town lists or lists of owners in any given section may obtain these by addressing any of these three companies.

States	Autocar	Brockway	Chevrolet	Diamond-T	Dodge	Fargo	Federal	Ford	G. M. C.	Indiana	International	Mack	Pierce-Arrow	Relay	Reo	Republic	Rugby	Ruggles	Sterling	Stewart	Studebaker	Whippet	White	Willys-Knight	Yellow	Miscellaneous	Totals	States
Alabama			101		12			121	7		12	1			2							1					257	Ala.
Arizona			31		29			67	13		27	1			5		2				6	4	2	2		3	192	Ariz.
Arkansas			80	1	36		3	315	19	1	54				15		1					6	8			2	541	Ark.
California	8		241	2	255	1	27	1249	117	1	51	38	2	1	95	2	13		37	13	20	4	46	3		165	2391	Calif.
Conn.	1	3	66		25	5	1	76	13		10	13	1	1	15		1			4	4	3	1	1		1	245	Ct.
Delaware	1		14		5			35	4		4	1			1		1						2				68	Del.
Florida			65		12			135			6				4						1		1				224	Fla.
Georgia			109		10		1	162		5	6	1			1							4	7				306	Ga.
Idaho			14		6			38	1		10	1			2		1						2	1		2	78	Idaho
Illinois	8		394	146	200	20	8	974	122	24	313	41	1	5	72	4			7	4		11	32		4	211	2601	Ill.
Indiana	1		245	5	77	1	9	487	42	17	78			3	38		3			8	9	11	11			4	1049	Ind.
Iowa	1		148		33	8	2	197	12	2	97	3		1	11		3					1	3			4	526	Iowa
Louisiana	2		81		18			215	10		27				6							1	4			1	365	La.
Maine			17		2			57	2						2		2										82	Me.
Maryland	1		88	6	23		4	176	12		12	10		3	12		1			2	1	2	13			5	371	Md.
Michigan	4		368	17	93	13	21	734	48		67	7	1	1	43		2				3	11	13	1		32	1479	Mich.
Minnesota			51		38	2	2	219	15		28	4			12							5	4			3	383	Minn.
Mississippi			43		8			51	1		15				7												125	Miss.
Missouri	2		93	7	36			141	14	1	49	11		1	14	1	1		1		1	3	3			4	383	Mo.
Montana			55		21	1	2	142	6		29	1	1		8	1	5					2	3	1			278	Mont.
Nebraska			167	2	41			241	28	5	96	3			10		2					1	4	1		7	608	Neb.
Nevada			21		20			32	6		4												1			6	90	Nev.
New Hamp.			3		1			6				1			2											1	14	N. H.
New Jersey	9	8	186	3	9	4	6	335	27		16	30	4	2	39		2		5	3	2	10	14	1		62	777	N. J.
N. Mexico			31		20		3	36	3	2	15				4							1	2			1	118	N. M.
N. Carolina	1		204		68	1	4	375	42	5	26	3			11	1	3			1	1	3	3		1	22	775	N. C.
N. Dakota			63		8		1	79	9		51				3		2							1			217	N. D.
Ohio	6	1	454	15	102	8	13	624	57	11	96	12	1	1	57	2	5		2	4	7	24	40	1		29	1572	Ohio
Oklahoma			144	2	61	6	12	322	15	1	60	9		1	16		1			4	1	15	7			4	681	Okla.
Oregon			81		32	3	6	262	23		23	3			10	2	4				6	3	14			16	488	Ore.
Penna.	36	33	317	22	191	17	5	900	81		98	45	2	9	60	6	6		22	13	15	22	45	4		53	2002	Pa.
S. Carolina			157		30	1	4	207	16		28				5		2			1	1	3	2				457	S. C.
S. Dakota			47	2	14	1	1	105	9	1	56	4			7		2										249	S. D.
Tennessee			161		28	3	5	115	33		15	5			8	2					5		2	1			383	Tenn.
Texas	7		470	16	90	11	6	901	67	4	205	13	1	11	36		7			4	9	12	23			13	1906	Texas
Utah			23		19			79	4		14	6			5		1				2	1	1			1	156	Utah
Vermont			12		10	2	4	22	7		7	1			6					1		2	2				76	Vt.
Virginia	2		86	1	45	1	10	274	17	6	37	3			13	10				1	1	3	12			1	523	Va.
Wash'ton			178		83	2	5	392	42		50	5		1	45	1	5				4	7	10			31	861	Wash.
West Va.			45	1	15	3	1	121	11		26				11		1				1	2	2			3	243	W. Va.
Wisconsin	1		85	8	38	6	8	430	23		27	3	1		18		2		10	5	3	3	1	4		16	692	Wis.
Wyoming			1		17			31	1		4				2	1											57	Wyo.
Totals	91	45	5240	256	1881	120	174	11480	979	86	1849	279	15	41	733	33	81		84	68	103	181	340	22	5	703	24889	T'tls.

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States	Autocar	Brockway	Chevrolet	Diamond-T	Dodge	Fargo	Federal	Ford	G. M. C.	Indiana	International	Mack	Pierce-Arrow	Relay	Reo	Republic	Rugby	Ruggles	Sterling	Stewart	Studebaker	Whippet	White	Willys-Knight	Yellow	Miscellaneous	Totals	States
Illinois	5		613	105	178	14	22	824	112	19	275	27	2	5	53	2			13	6		26	19			153	2473	Ill.
S. Carolina			135		10			111	6	1	14				1							1	1				280	S. C.
S. Dakota			73	2	27			102	11		80	1			12		4					2	1	2		2	319	S. D.
Totals	5		821	107	215	14	22	1037	129	20	369	28	2	5	66	2	4		13	6		29	21	2		155	3072	T'tls.

Foreign Trade Opportunities

Washington, March 14.—Foreign automotive trade opportunities just announced by the automotive division of the Bureau of Foreign and Domestic Commerce of the Department of Commerce are listed below.

Additional information may be obtained from the bureau and its district and co-operative offices by duly registered firms or individuals upon written request, giving the opportunity number.

36166—Lund, Sweden; purchase for automobile accessories.

36169—Hamburg, Germany; agency for automobile accessories.

36226—Budapest, Hungary; purchase and agency for automobile accessories.

36174—Dresden, Germany; agency for automobile accessories, tools and novelties.

36292—Addis Ababa, Ethiopia; purchase of automobile accessory for low-priced cars.

36172—Hamburg, Germany; purchase or agency for automobile accessory specialties.

36168—Sydney, Australia; sole agency for automobile and truck accessories.

36174—Dresden, Germany; agency for automobiles and trucks.

36173—Dresden, Germany; agency for automobiles and trucks.

36288—Antwerp, Belgium; purchase for body accessories and automobile hardware.

36168—Sydney, Australia; sole agency for garage equipment.

36292—Addis Ababa, Ethiopia; purchase for garage equipment and gasoline service tanks.

36170—Rio de Janeiro, Brazil; agency for motorcycles, light weight.

36292—Addis Ababa, Ethiopia; purchase for motorcycles, low priced.

36289—Potsdam, Germany; purchase or agency for marine motors, four and six cylinder.

36167—Moravia, Czecho-Slovakia; purchase for pumps, gasoline, automatic, coin operated.

36290—Dresden, Germany; purchase or agency for motor trucks.

36207—Mendoza, Argentina; agency for motor trucks and accessories.

36422—Gazi Aintab, Turkey; purchase and agency for automobile accessories.

36338—London, Canada; purchase or agency for automobile accessories.

36431—Bukoba, Tanganyika; purchase and agency for motorcycles and accessories.

36430—Kingston, Canada; purchase for starter springs and coil vibrators for low-priced automobiles.

36703—Berlin, Germany; agency for automobile accessories.

36704—Dresden, Germany; agency for automobile accessories, especially brake linings and radiator solders.

36786—Johannesburg, South Africa; agency for automobile accessories, especially piston rings.

36705—Prague, Czecho-Slovakia; agency for automobile accessories, especially time gauges, shock absorbers, horns, rims and wheels.

36752—Santiago, Chile; agency for automobile accessories and parts.

36707—Vienna, Austria; agency for automobile accessory specialties.

THORNE MOTORS LEASE CHICAGO FACTORY SITE

Chicago, March 14.—The Thorne Motors Corporation has leased 33,000 square feet of industrial property in the Clearing district to be at once improved with a one-story manufacturing building to contain 21,000 square feet of floor space. The lease is for twelve years with an option to purchase. The firm manufactures a gasoline-electric motor vehicle intended primarily for house-to-house delivery.

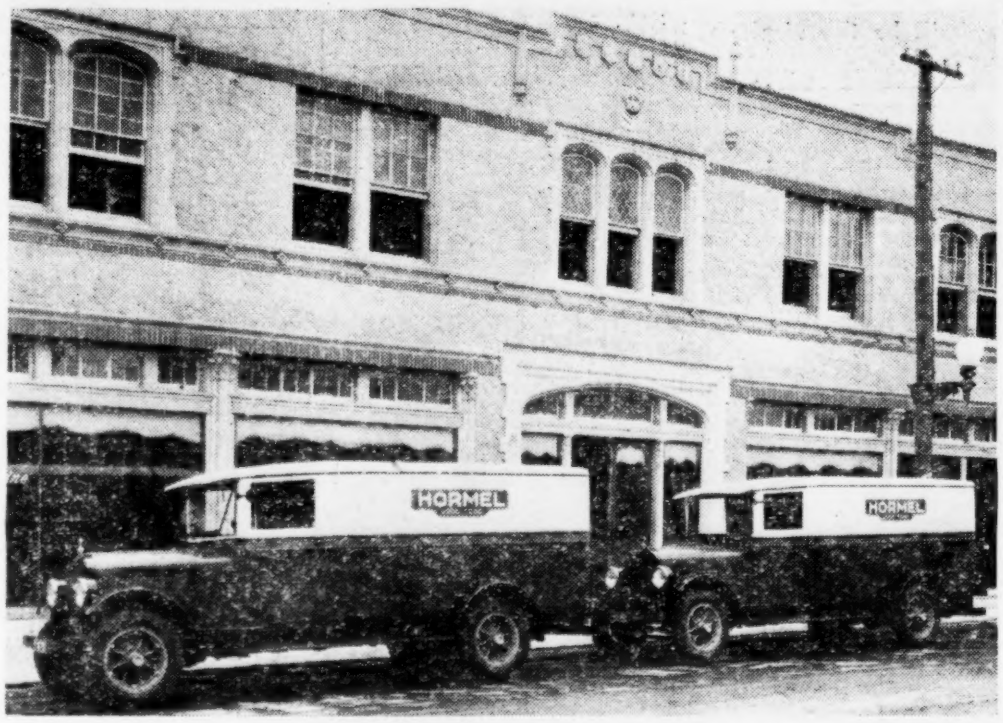
NEW WASHINGTON GAS TAX BILL SIGNED BY GOVERNOR

Olympia, Wash., March 14.—The farm-to-market road bill, approved by the state grange and imposing an extra one-cent tax on gasoline effective July 1, 1929, has been signed by Gov. Roland H. Hartley.

G. M. OFFICIAL SILENT ON REPORTED OPEL PURCHASE

Paris, March 14.—Officers of the General Motors Corporation refused to confirm or deny after an all-day conference reports from Germany that the corporation had purchased the Opel Automobile Works. The officers have departed for Berlin, supposedly to close the transaction.

Reo Truck Branch in San Antonio, Texas



THESE TWO REO TRUCKS, shown in front of the Reo branch in San Antonio, are equipped with special refrigeration, to deliver meats in fresh condition.

G. M. PLANS TO SELL 3,000 CHEVROLETS IN FRANCE

Paris, March 14.—General Motors Corporation is planning to sell 3,000 new Chevrolet cars in France this year at prices ranging from 30,400 francs to 42,500 francs.

Alfred P. Sloan, Jr., president of General Motors, on his arrival in France declared he favored open competition in all markets. He predicted General Motors sales in Great Britain and continental Europe will exceed the $100,000,000 total of 1928.

$125,000,000 COMBINE TO BUILD FARM IMPLEMENTS

New York, March 14.—Thirty-two independent makers and distributors of tractors, farm implements and industrial equipment, with combined assets of $125,000,000, have formed the United Tractor and Equipment Corporation. Member companies will manufacture and distribute a full line of agricultural machinery designed to be operated with a tractor. Full production will be started under a contract by the Allis-Chalmers Manufacturing Company, a member of the new corporation.

STROMBERG MAY MOVE CHICAGO PLANT TO SO. BEND

Chicago, March 14.—It is reported that the Stromberg Carburetor Company's Chicago plant will be moved from Chicago to South Bend, Ind., as a result of the purchase of the controlling interest in the firm by Vincent Bendix and a group of men closely identified with the aviation industry. The principal Bendix shops are located at South Bend.

STEARNS-KNIGHT SALES 492 P. C. OVER FEB., 1928

Cleveland, March 14.—January sales of Stearns-Knight cars showed an increase of 46 per cent. over January of last year, while February sales showed a more marked gain of 492 per cent. over February of 1928. The increase for the first two months of 1929 over 1928 was 192 per cent.

Obituary Notes

THOMAS S. CURTIS

Richmond, Va., March 14 (U. T. P. S.).—Thomas Starke Curtis, 32, president of Thomas S. Curtis, Inc., dealer in automobile supplies, was found dead at his desk in his office, at Meadow and Marshall Streets, March 12.

CHARLES E. MASON

Chicago, March 14.—Charles E. Mason, who died suddenly here Monday atfer a heart attack, will be buried Thursday at Hamilton, O. He was assistant secretary and treasurer of the Pure Oil Company. He was 58 years old and had been with the oil company for about ten years. He is survived by his widow.

U. S. RUBBER TO DISCONTINUE OPERATIONS AT TWO POINTS

New York, March 14.—The Untied States Rubber Company will discontinue manufacturing operations at two subsidiary plants, Candee & Co. of New Haven, and the Boston Rubber Shoe Company of Melrose, Mass. The latter company's operations will be transferred to United States Rubber works at Malden, Mass.

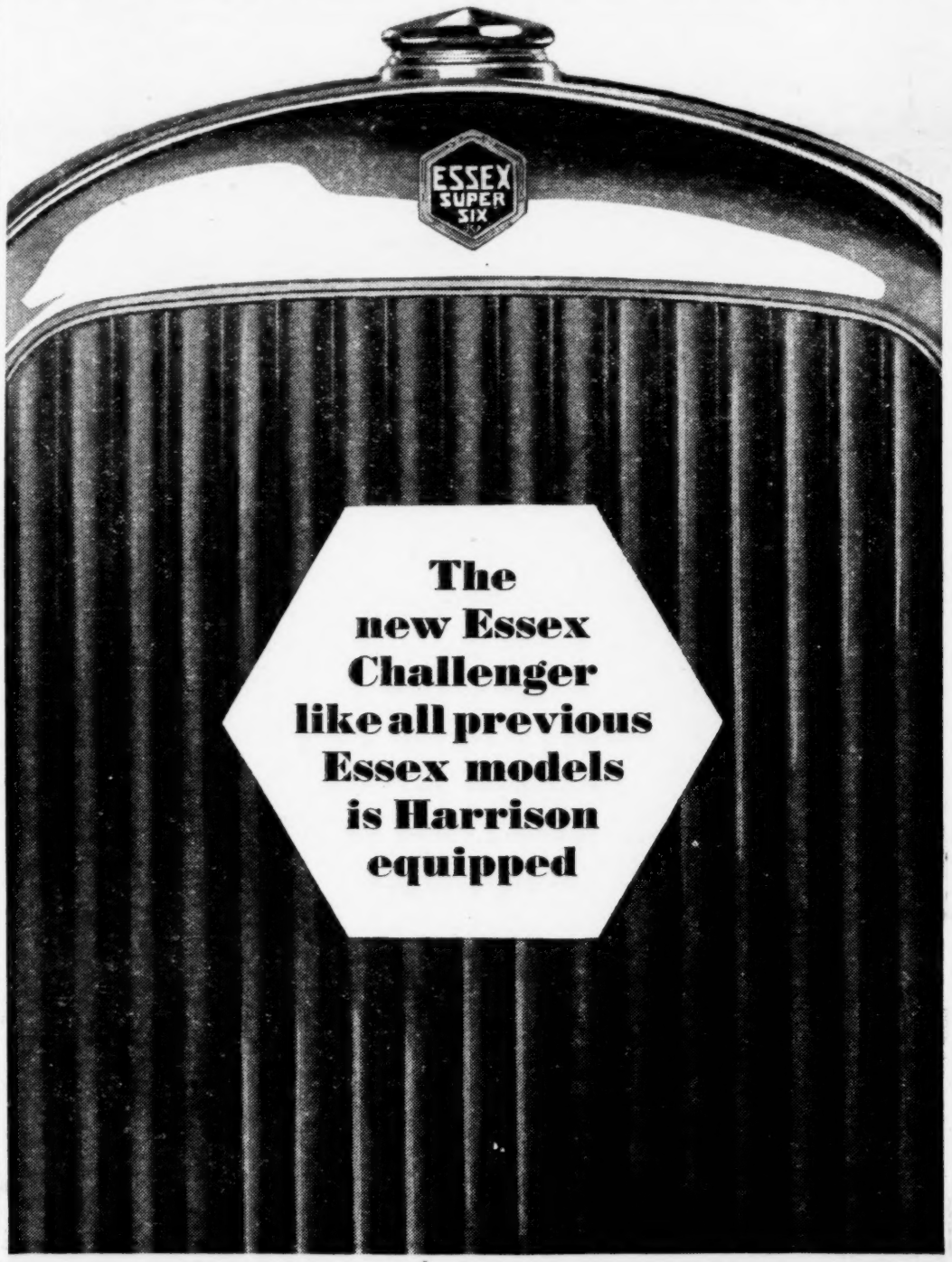
STUDEBAKER EMPLOYEES REACH 16,000 MARK

South Bend, Ind., March 14.—Six thousand more persons are on the payrolls of the Studebaker Corporation at its enlarged South Bend factories this year than last, A. R. Erskine, president, announced today. Early in 1928 there were 10,000, he said. Today there are 16,000, an increase of 60 per cent.

This is the result not only of an increased volume of business, but of the transfer of the assembly lines of all Studebaker and Erskine cars from Detroit to South Bend, he explained. The policy of concentrating operations in South Bend is expected to result in great economies for the corporation during 1929.

CAR BODY PLANTS STILL ACTIVE IN LUMBER MARKET

Chicago, March 14.—It is reported in lumber circles here that the automobile body plants still are active in the market for all the northern hardwoods in the grades and thicknesses used in that industry. A steady volume of business is going to the sawmills for the 4-4 and thicker stocks of maple, birch and elm in the No. 1 and better grades, and there was a heavier inquiry for the No. 2 common from that source. It is reported here that some of the large body plants are very active in the market for No. 2 common.

NASH TO FEATURE SERVICE

Kenosha, Wis., March 14.—Better service to automobile owners will be the most important national contribution made by the Nash Motors Company in the year 1929, C. W. Nash, president, predicted today following more than a month's personal participation in automobile shows throughout the country.